

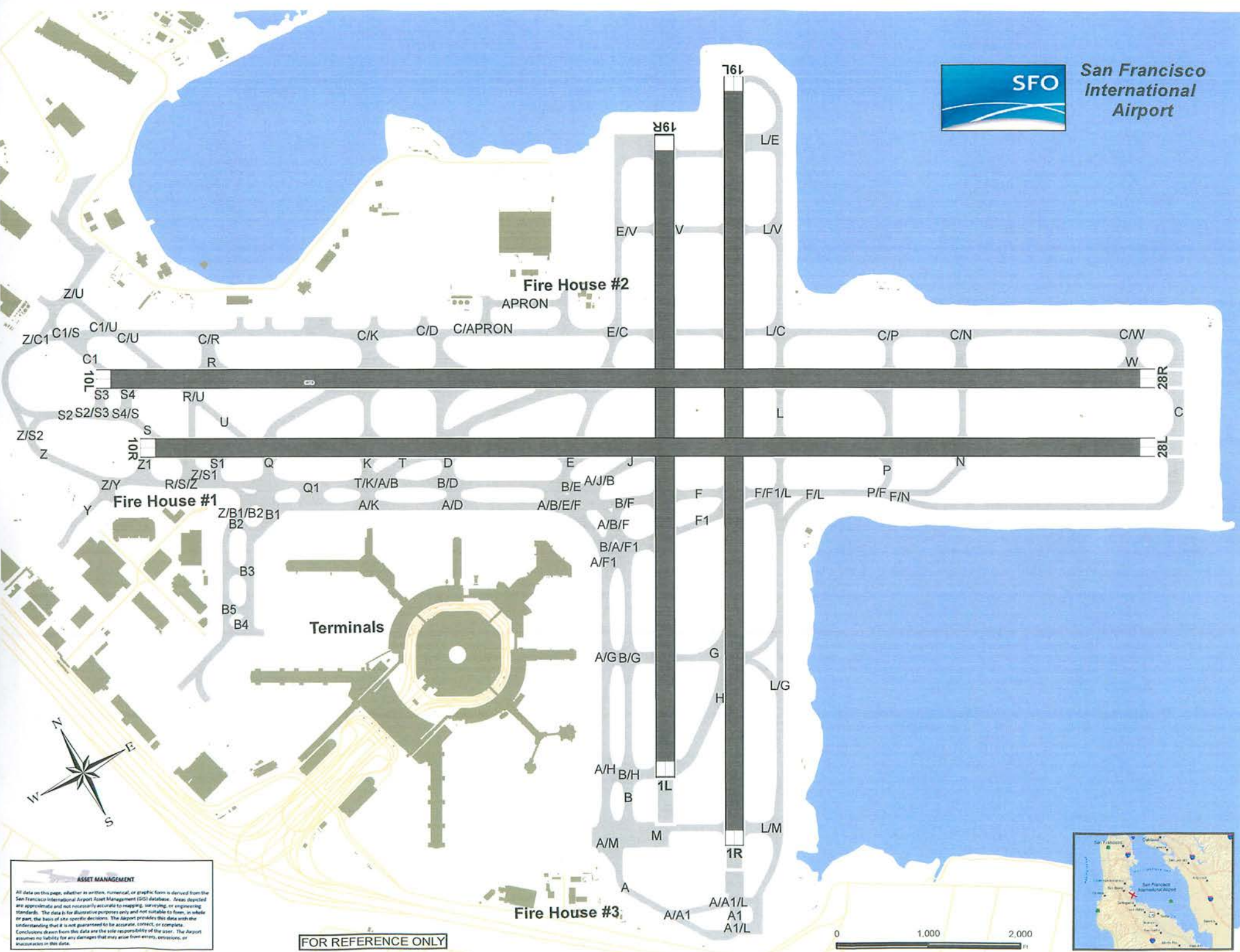
# **ATTACHMENT A**

**Accident Investigation Party Submission  
by the City and County of San Francisco  
under 49 CFR § 845.27**

**NTSB Accident File: DCA13MA120**



San Francisco  
International  
Airport



**ASSET MANAGEMENT**

All data on this page, whether in written, numerical, or graphic form is derived from the San Francisco International Airport Asset Management (SFIAM) database. Assets depicted are approximate and not necessarily accurate to mapping, surveying, or engineering standards. The data is for illustrative purposes only and not suitable for use, in whole or part, as the basis of site specific decisions. The Airport provides this data with the understanding that it is not guaranteed to be accurate, correct, or complete. Conclusions drawn from this data are the sole responsibility of the user. The Airport assumes no liability for any damages that may arise from errors, omissions, or inaccuracies in this data.

FOR REFERENCE ONLY



# **ATTACHMENT B**

**Accident Investigation Party Submission  
by the City and County of San Francisco  
under 49 CFR § 845.27**

**NTSB Accident File: DCA13MA120**



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

**Western Pacific Region**  
American Samoa, Arizona, California, Guam, Hawaii, Nevada

P.O. Box 92007  
Los Angeles, California  
90009

June 16, 2008

Mr. Don Whittaker  
Assistant Deputy Director of Operations Services  
San Francisco International Airport  
PO Box 8097  
San Francisco, California 94128

Dear Mr. Whittaker:

San Francisco International Airport  
San Francisco, California  
Annual Certification Inspection Close-Out

The annual certification inspection of San Francisco Intl was concluded on June 12, 2008. The inspection revealed that the airport is being operated in compliance with Federal Aviation Regulation Part 139, the Airport Certification Manual, and the Airport Operating Certificate.

You are to be commended for the procedures that you are using in the day-to-day operation of the airport. The appearance of the airport indicates that they are effective

Thank you for your cooperation during the inspection and please do not hesitate to call if we may be of assistance. Should you have any questions or comments regarding this letter, please do not hesitate to contact me at (310) 725-3636 or via email at [elizabeth.louie@faa.gov](mailto:elizabeth.louie@faa.gov).

Sincerely,

Elizabeth Louie  
Airport Certification/Safety Inspector

cc: Mr. Drake Poston, Manager III, Airfield Operations  
Mr. Dennis Reed, Manager II, Airfield Operations  
Captain David Sullivan, Airport Fire Operations/Training



**RECOMMENDATIONS / COMMENTS**  
**AIRPORT CERTIFICATION INSPECTION**  
**San Francisco International Airport**  
**June 12, 2008**

Written Recommendation - A few of the surface painted location signs are not installed/painted quite right (numbers not filled in). We recommend you take an inventory of the airfield and correct those that are off.

Written Recommendations - The Fire Safety Inspector is conducting the fuel storage tanks and mobile fuelers inspections. We recommend that the Inspector attend a Fuel Safety Training class. The list of approved classes is attached in the CertAlert.

Written Recommendations - A few of the intermediate hold markings for the taxiway/taxiway intersections are not quite right (only three dashed lines). We recommend you take an inventory of the airfield and correct those that are off.

**ADVISORY      CAUTIONARY      NON-DIRECTIVE**

**AIRPORT SAFETY AND OPERATIONS DIVISION AAS-300**

FOR INFORMATION, CONTACT Kevin Hehir, AAS-300, (202) 267-8224

**DATE:** 06/06/08

**No. 08-04**

**TO:** Airport Operators, FAA Airport Certification Safety Inspectors

**TOPIC:** Fuel Safety Training - Update

**CHANGE:** ADDITIONS TO LIST OF ACCEPTABLE TRAINERS

**BACKGROUND**

14 CFR section 139.321 (e) (1) requires training of fueling personnel in fire safety in accordance with the requirements of that section (139.321 (b)(6)). To accomplish this, "[a]t least one supervisor, with each fueling agent must have completed an aviation fuel training course in fire safety that is authorized by the Administrator." Part 139.321 (e) (2) requires that "[a]ll other employees who fuel aircraft, accept fuel shipments, or otherwise handle fuel must receive at least initial on-the-job training and recurrent instruction every 24 consecutive calendar months in fire safety from the supervisor trained in accordance with paragraph (e) (1) of this section." Please note that Recurrent Training in Fire Safety is now required.

Any person or company submitting an Aviation Fuel Training Course in Fire Safety for review for national recognition must follow the guidelines available at the website. Guidance for developing a fire safety training course is located on the FAA website. <http://www.faa.gov/arp/safety>

Then go to Guidelines for Submitting a Fueling Safety Program.

The Fire Safety Training courses are listed in the following order:

Comprehensive courses that include subject areas beyond those listed in Part 139.321 (e.g., fueling procedures for various types of aircraft; use of current or advanced fuel technologies and equipment, other airside products such as oils, de-icing and hydraulic fluids, various lubricants).

Courses that address the seven items listed in Part 139.321 (b).

All courses listed in the Certalert are acceptable to the Administrator. However, Fueling Supervisors who plan to attend a *recurrent* Fire Safety Training course should select one of the asterisked companies. These companies have comprehensive programs that offer preparation not only in the technical areas but also in techniques for delivering the safety-first message to the employees whom they supervise. In addition, these courses are more challenging for supervisors whose fueling facilities are located on airports serving a large variety of air carrier aircraft.

This Certalert replaces Certalert 07-11 issued Aug 15, 2007.

**\*1. ConocoPhillips**

912 Phillips Bldg  
420 South Keeler Avenue  
Bartlesville, Oklahoma 74004  
Contact: William Walker  
Technical Coordinator General Aviation  
918.661. 6991  
918.841.1398 Cell  
918.841.1398 Fax  
Email: [William.E.WALKER@conocophillips.com](mailto:William.E.WALKER@conocophillips.com)

**\*2. ExxonMobil**

PremierCare Fuel Safety Seminar  
Contact: Martin Tippl  
Operations Manager  
3225 Gallows Road  
Fairfax, VA. 22037  
703-846-3187  
Email: [martin.tippl@exxonmobil.com](mailto:martin.tippl@exxonmobil.com)

**\*3. ChevronTexaco Global**

Contact: Sean Monegan  
Product Integrity Specialist  
1500 Louisiana Street  
Houston, Texas  
Email: [smpz@chevron.com](mailto:smpz@chevron.com)  
Website: <http://www.chevronglobalaviation.com/T>

**\*4. Air BP Aviation Services**

Attn: Walter Chartrand  
800.752.9220  
503.566.2380 FAX  
Email: [wchartrand@airbpaviation.com](mailto:wchartrand@airbpaviation.com)

**\*5. Prism Training Center**

450 Marathon Rd.  
Kenai, Alaska 99611  
907.283.3054  
Contact: Kelly Gifford  
Email: [Prism@Alaska.net](mailto:Prism@Alaska.net)

**\*6. American Airlines**

Maintenance and Engineering  
3900 N Mingo Road  
MD509  
Tulsa, OK 74116  
918.292.2906  
918.292.0369  
Email: [Shawn.Benson@AA.com](mailto:Shawn.Benson@AA.com)

**\*7. Aviation Continuing Education, Inc.**

2254 Kimberwicke Circle  
Oviedo, Florida 32765  
407.416.4446 Cell  
407.977.6605 Office/Fax

Contact Jay Shanley  
Email: [jay@aviationcontinuinged.com](mailto:jay@aviationcontinuinged.com)  
Website: <http://www.aviationcontinuinged.com/>  
*Offering classes at your location nationwide*

**\*8. Calderwood Consulting Company**

132 Salem Street  
Wilmington, Massachusetts 01887  
978.988.0982 (tone for FAX, also)  
Contact: Paul Calderwood  
Email: [dchiefpaul@aol.com](mailto:dchiefpaul@aol.com)  
Website: <http://www.calderwood.net/>

**\*9. Avfuel Corporation**

Quality Assurance and Fire Safety Seminar  
47 W. Ellsworth Road  
Ann Arbor, MI 48108  
800.521.4106  
Fax: 734-663-1681  
Contact: Michael Hoover  
Email: [Mhoover@avfuel.com](mailto:Mhoover@avfuel.com)  
Website: <http://www.avfuel.com/>

**10. Snohomish County Airport**

Paine Field Fuel Safety Training Course  
3601 109th Street SW  
Everett, Washington 98204  
425.353.1606  
FAX 425.353.8577  
Contact: Capt. Dennis Hill  
Email: [dennis.hill@co.snohomish.wa.us](mailto:dennis.hill@co.snohomish.wa.us)  
Website: <http://www.painefield.com/>

**11. Emergency Training**

Fueler & Airport Fire Safety Courses  
543 Scottdale Ct.  
Adrian, Michigan 49221  
517.263.6317  
517.780.7489  
Contact: Robert F. Breckel  
Email: [rfbreckel@comcast.net](mailto:rfbreckel@comcast.net)

**\*12. National Air Transportation Association (NATA) – Safety 1<sup>st</sup> Program**

4226 King Street  
Alexandria, Virginia 22302

A) Educational Seminar Series (<http://www.nata.aero/events>)

1. Line Service Supervisor Training (LSST)
2. Advanced Line Service Supervisor Training (ALSST)
3. NATA Safety 1st Trainer
4. Refueling Training for Supervisors

B) In-house Training Program (<http://www.nata.aero/plst>)  
Professional Line Service Training Online (PLST Online)

PHONE: (800)808-6282  
(703)845-9000

FAX: (703)845-8176

EMAIL: [Safety1st@nata.aero](mailto:Safety1st@nata.aero)

CONTACT: Educational Programs Manager Training Online (PLST Online)

**\*13. Eastern Aviation Fuels, Inc.**

601 McCarthy Blvd.  
PO Box 12327  
New Bern, North Carolina 28561  
Tel: 800-334-5732  
Fax: 252-633-3125  
Email: [info@easternaviationfuels.com](mailto:info@easternaviationfuels.com)  
Contacts: Michael Mattern 865-806-5640  
Emails: [mmattern@easternaviationfuels.com](mailto:mmattern@easternaviationfuels.com)  
Website: <http://www.easternaviationfuels.com>

**14. Burbank/Glendale/Pasadena Airport Authority**

Airport Fire Department  
2627 Hollywood Way  
Burbank, California 91505  
Contacts: Chief Anthony Coy or Capt. Mark Domingo  
Training Officer  
818.562.6699  
FAX: 818.842.9893  
Email: [accoy@bur.org](mailto:accoy@bur.org)  
Email: [Mdomingo@bur.org](mailto:Mdomingo@bur.org)

**N.B.** This course is usually taught annually in November as a refresher course, consisting of 8-12 hrs. Standard courses are scheduled by appointment and meet the 16-hour minimum requirement.

**15. Orange County Fire Authority**

Fire Station 33 at John Wayne Airport  
374 Paularino Avenue  
Costa Mesa, CA 92626  
Contact: David Altamirano  
Fire Captain  
949-852-3201  
FAX: 949-852-3210  
Email: [DavidAltamirano@ocfa.org](mailto:DavidAltamirano@ocfa.org)

**16. El Paso International Airport**

Fuel Fire Safety Training Course  
6701 Convair  
El Paso, Texas 79925  
Contact: Tony Castro  
ARFF Division Chief  
915.772.1798  
FAX: 915.778.4479  
Email: [Castrota@elpaso.texas.gov](mailto:Castrota@elpaso.texas.gov)

**N.B.** This course is conducted at any USA or International site by customer request.

**17. Ted Stevens Anchorage International Airport**

Aviation Fuels and Fire Safety  
FAR 139 Refueling Supervisors Course  
Contact: Officer Steve Daigle  
Refueling Safety Program Manager  
Airport Police and Fire Department  
P.O. Box 190629  
Anchorage Alaska 99519-0629  
907. 266-2411  
FAX (907) 266-2504  
Email: [steve\\_daigle@dot.state.ak.us](mailto:steve_daigle@dot.state.ak.us)

**18. Gerald R Ford International Airport (GRFIA)**

Fuel Fire Safety Training Course  
GRIFA Fire Department  
5500 44<sup>th</sup> Street,  
Grand Rapids Michigan  
Contact: ARFF Chief Bryan Kimble or Captain D. Scarborough  
616-233-6079  
FAX (907) 233-6025  
Email: [Bkimble@grr.org](mailto:Bkimble@grr.org) or [Pscarbrough@grr.org](mailto:Pscarbrough@grr.org)



**19. Puerto Rico Ports Authority, Aviation Bureau**

Fuel Fire Safety Training Course

Location: Luis Munoz Marin International Airport

Aircraft Rescue Firefighting

PRPA P.O. Box 37250 Airport Station

San Juan, PR 00937-0250

**Puerto Rico** Contact: ARFF Chief Jose C. Riviera

(787)791-0224

FAX (787)791-5020

Email: JRiviera@prpa.gobierno.pr

**20. Central Alabama Training Solutions Inc**

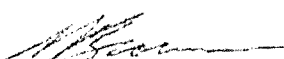
Fuel Fire Safety Training Course

Contact Keith Sharp

Phone: 205-242-1996

Email: [ksharp@catscorp.org](mailto:ksharp@catscorp.org)

[www.catscorp.org](http://www.catscorp.org)



---

Michael W. Brown, Manager  
Airport Safety and Operations Division AAS-300

06/06/08

DATE

DISTRIBUTION

CERTALERT DISTRIBUTION LIST

Gender, DOB:	Male, -	Driver's License, State:	--
Address (1):	-	Telephone, Extension:	Work: 650 634-6872, -
Address (2):	-	E-mail:	-
City, State/Province Zip:	-, -	SFIA Badge Number, Type:	137220, -
Country:	-	SFIA Badge Expires:	12/12/2009
Injured:	No	Contacted Tower:	-
Injuries:	-		
Disposition:	-		
Remarks:	UA Tug 72 operator.		

11/5/2007

Last:	Wiseman	Company:	United Airlines
First:	Charles	Job Role:	Ramp Employee
Gender, DOB:	Male, -	Driver's License, State:	--
Address (1):	-	Telephone, Extension:	Work: 650 634-6872, -
Address (2):	-	E-mail:	-
City, State/Province Zip:	-, -	SFIA Badge Number, Type:	107614, Permanent
Country:	-	SFIA Badge Expires:	02/10/2009
Injured:	No	Contacted Tower:	-
Injuries:	-		
Disposition:	-		
Remarks:	Brake operator on board UA A319 AC# 4054		

5/2/03 - 2/2/01

Last:	-	Company:	AirTran
First:	-	Job Role:	Pilot/First Officer
Gender, DOB:	-, -	Driver's License, State:	--
Address (1):	-	Telephone, Extension:	-, -
Address (2):	-	E-mail:	-
City, State/Province Zip:	-, -	SFIA Badge Number, Type:	-, -
Country:	-	SFIA Badge Expires:	-
Injured:	-	Contacted Tower:	-
Injuries:	-		
Disposition:	-		
Remarks:	Air Tran 57 (TRS57) has call sign Citrus 57. SFO ATCT ordered Citrus 57 to go around as a result of UAL Tug 72's runway incursion.		

## Facilities Involved

## Aircraft Involved

Company:	United Airlines	People on board:	-
Number, Type:	4054, A319	Fuel on board:	-
Damage:	None		
Remarks:	Aircraft under tow by UAL Tug 72.		

Company:	AirTran	People on board:	-
Number, Type:	Unknown, B737	Fuel on board:	-
Damage:	None.		
Remarks:	TRS57 (Citrus 57) was ordered to go around as a result of UAL Tug 72's runway incursion. Number of people on board unknown at time of this report.		

## Vehicles Involved

Company:	United Airlines	Operator:	Calvo, Tito
Number, Type	AT 807, Aircraft Pushback Tug	License plate:	-
Damage:	None		
Remarks:	AT 807 aka UAL Tug 72		

## Equipment Involved

## Incident Details

Description: *	-2101 hours- SFO Ground instructed, "UA Tug 72 to taxi Zulu, Sierra 2, Sierra, Bravo 1 to the ramp." UA
----------------	---



San Francisco International Airport

July 14, 2008

Ms. Elizabeth Louie  
Airport Certification Safety Inspector  
15000 Aviation Blvd.  
Lawndale, CA 90261

P.O. Box 8097  
San Francisco, CA 94128  
Tel: 650 821 5000  
Fax: 650 821 5005  
www.flysfo.com

Subject: **SFIA Annual Certification Inspection 2008**

Dear Ms. Louie:

AIRPORT  
COMMISSION  
CITY AND COUNTY  
OF SAN FRANCISCO  
GAVIN NEWSOM  
MAYOR

LARRY MAZZOLA  
PRESIDENT

FINOLA S. CRAYTON  
VICE PRESIDENT

CARYLEO

ELIABETH JOHNS

RICHARD J. GUCCINIME

JOHN L. MARTIN  
AIRPORT DIRECTOR

I am in receipt of your letter dated June 16, 2008, regarding the Annual Certification/Safety Compliance Inspection conducted June 9 – 12, 2008, at San Francisco International Airport. In response to your comments and recommendations, the Airport has made the following modifications to the AOA:

**139.311 (e) – Marking and Lighting**

“A few surface painted location signs are not installed/painted not quite right (numbers not filled in).”

The Airport has inventoried and will correct each marking in accordance with Advisory Circular 150/5340-1J Standards for Airport Markings Page 44 Figure A-5.

“A few of the intermediate hold markings for the taxiway /taxiway intersections are not quite right (only three dashed lines).”

The Airport has inventoried and will correct each marking in accordance with Advisory Circular 150/5340-1J Standards for Airport Markings Page 49 Figure 10.

The surface markings will be corrected by August 29, 2008.

**139.321 (b)(6) & (c)(1) Handling and Storing of Hazardous Substances and Materials**

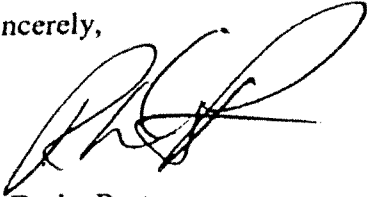
“Recommend that the Fire Inspector attend a Fuel Safety Training class”

The Fire Inspector plans to attend a Training Course listed in Certalert 08-04 issued June 6, 2008.


The Fire Marshall expects to complete this training within the next 8 months.

The Airport Operations Division will continue to advise the Certification Inspector and the FAA Airport District Office in writing when the aforementioned discrepancies have been corrected, within 15 days of their completion date. Please feel free to contact me at (650) 821-3348 should you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to be 'R. Drake Poston', written in a cursive style.

R. Drake Poston  
Manager, Operations Services – Airfield

CC: T. McCoy  
D. Whittaker  
G. Brotman  
D. Reed  




U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

**Western Pacific Region**  
American Samoa, Arizona, California, Guam, Hawaii, Nevada

P.O. Box 92007  
Los Angeles, California  
90009

June 17, 2009

Mr. Tryg McCoy  
Deputy Airport Director  
San Francisco International Airport  
PO Box 8097  
San Francisco, California 94128

Dear Mr. McCoy:

San Francisco International Airport  
San Francisco, California  
Annual Certification Inspection Close-Out

The annual certification inspection of San Francisco International Airport was completed on June 11, 2009. The inspection revealed that the airport is being operated in compliance with Federal Aviation Regulation Part 139, the Airport Certification Manual, and the Airport Operating Certificate.

You and your staff are to be commended for the procedures that you are using in the day-to-day operation of the airport. The appearance of the airport indicates that they are effective. It is apparent that staff from every department genuinely cares about their roles and responsibilities in making the airport a safe environment for all of its users and tenants.

In anticipation of the arrival of the new water rescue vehicle, I hope the airport is on track with the construction of the boat house to store the latest addition as well as the airport's existing water rescue equipment. If you have not done so already, you may apply for federal funding to construct such a building. Please contact your Program Manager at the San Francisco District Office for more information.

Thank you for your cooperation during the inspection and please do not hesitate to call if we may be of assistance.

Sincerely,

ORIGINAL SIGNED BY:  
ELIZABETH LOUIE

Elizabeth Louie  
Airport Certification Safety Inspector

cc: Drake Poston, Manager, Operations Services-Airfield

CONCURRENCES
ROUTING SYMBOL
6020.5
INITIALS/SIG
M
DATE
6/17
ROUTING SYMBOL
6020.3
INITIALS/SIG
122
DATE
6-17-09
ROUTING SYMBOL
6020
INITIALS/SIG
GA
DATE
6/30/09
ROUTING SYMBOL
CCSF0
INITIALS/SIG
6022
DATE
6/17
ROUTING SYMBOL
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INITIALS/SIG
DATE

**RECOMMENDATIONS / COMMENTS**  
**AIRPORT CERTIFICATION INSPECTION**  
**San Francisco International Airport**  
**June 11, 2009**

The Airport Fire Department, (Aircraft Rescue and Fire Fighting-ARFF) is conducting airport familiarization as per 139.319((i)(2)(i). To complement their training, it is recommended that they, ARFF, also take the computer based training (CBT) that Airport Operations has developed and offered to all other airport users, tenants and contractors.

FILE: Certification  
C:\cert09\sfocl09.doc  
AWP-620.5:e.louie:el:x3636:06/15/09





U.S. Department of Transportation  
Federal Aviation Administration

Western Pacific Region  
American Samoa, Arizona, California  
Guam, Hawaii, Nevada

Airports Division  
P.O. Box 92007  
Los Angeles, CA 90009

May 19, 2010

Mr. R. Drake Poston  
Airport Operations Superintendent  
Operations Service - Airfield  
San Francisco International Airport  
P. O. Box 8097  
San Francisco, CA 94128

Dear Mr. Poston:

San Francisco International Airport  
San Francisco, California  
Annual Certification Inspection Clearance Letter

The annual certification inspection of the San Francisco International Airport was concluded on May 20, 2010. The inspection determined that the airport is being operated in compliance with Federal Aviation Regulation Part 139, the Airport Certification Manual and the Class I Airport Operating Certificate.

The guidance, procedures and resources applied to the day-to-day operations of the airport are reflected in the condition and appearance and the operational efficiency of the airport and the supporting equipment and professional attention of your staff.

I observed the spirit of cooperation and support among the many airport staff, FAA Air Traffic, FAA Tech Ops., tenants and contractors and I appreciate your pro-active approach to 14 CFR Part 139 essentials and safety elements that assure the safe and efficient operation of a very busy high air traffic volume international airport.

Thank you for the cooperation and courtesy extended to me by your different staff members during the inspection. If you have questions or concerns I can be reached at 310-725-3622 or [bill.critchfield@faa.gov](mailto:bill.critchfield@faa.gov).

Sincerely,

W. J. Critchfield, AAE  
Lead Airport Certification/Safety Inspector

413



San Francisco International Airport

July 30, 2010

P.O. Box 8097  
San Francisco, CA 94128  
Tel 650.821.5000  
Fax 650.821.5005  
www.flysfo.com

Mr. W. J. Critchfield, AAE  
Lead Airport Certification/Safety Inspector  
Western Pacific Region Airports Division  
Federal Aviation Administration  
15000 Aviation Blvd.  
Lawndale, CA 90261

AIRPORT  
COMMISSION  
CITY AND COUNTY  
OF SAN FRANCISCO

SUBJECT: SFIA Annual Certification Inspection 2010 Letter of Correction

GAVIN NEWSOM  
MAYOR

Dear Mr. Critchfield:

LARRY MAZZOLA  
PRESIDENT

LINDA S. CRAYTON  
VICE PRESIDENT

CARYL ITO

ELEANOR JOHNS

RICHARD J. GUGGENHIME

JOHN L. MARTIN  
AIRPORT DIRECTOR

This letter is to advise you that the Lighted Guidance Sign you referenced as incorrect in your Clearance letter dated May 19<sup>th</sup> at Taxiway S-1 has been corrected from reading [S-1 | 10R] to [10R | S-1] on July 19<sup>th</sup>. You also referenced our current **Emergency Fuel Shutoff** signage did not provide immediate identification of the switches. As you suggested, we've initiated a program to change the lettering height from 2" to 3" and color scheme from blue lettering with white background to white lettering with red background.

The Airport Operations Division will continue to advise the Certification Inspector and FAA Airport District Office in writing when a discrepancy is corrected, within 15 days of its completion date.

Please feel free to contact Drake Poston, Manager-Airfield Operations, at (650) 821-3348, should you have any questions.

Very truly yours,

John L. Martin  
Airport Director

Sign at Taxiway S-1 is backwards – [S-1| 10 R] should read [10 R| S-1]

All fuel Emergency Cutoff signs need to be 3" White letters on a Red background.



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Federal Aviation  
Administration  
Western-Pacific Region

Airports Division, Safety &  
Standards Branch  
P.O. Box 92007  
Los Angeles, CA 90009

May 10, 2011

EIR Number: 2011WP810040

Drake Poston  
Operations Coordinator  
San Francisco Intl  
Po Box 8097  
San Francisco, CA 94128

Dear Mr. Poston:

### **Letter of Correction**

A periodic airport certification inspection of San Francisco International Airport (SFO) was concluded on 4/28/2011. The inspection was conducted to determine compliance with 14 CFR Part 139, the Airport Certification Manual, and the Airport Operating Certificate. The inspection revealed the airport was not in compliance with all of the requirements of Part 139. The following discrepancies to Part 139 were noted during the inspection, and those that are unresolved must be corrected by the dates indicated:

**139.303C4-Operations: Personnel.** The personnel training intended to meet the requirements of Part 139.303(c) did not include the required subject area of "Duties required under the Airport Certification Manual". The training shall be conducted and documentation shall be updated to provide a clear method of identifying the subject areas covered during the training.

Correction Date: 6/1/2011

**139.311B1i-Operations: Marking, Signs, and Lighting.** The mandatory holding position sign on the right side of the Taxiway M entrance to Runway 1L does not contain a taxiway location sign. A taxiway "M" location sign shall be installed at this location, outboard of the mandatory instruction sign.

Correction Date: 8/1/2011

**139.311D-Operations: Marking, Signs, and Lighting.** The reflectivity of markings on the threshold of Runway 28R, the threshold of Runway 19R, and in many locations on Taxiway B is poor. These markings shall be refreshed with appropriate bead application, density, and population to ensure that the markings provide an adequate reference to the user.

Correction Date: 11/1/2011

**9L. Investigation Indicates Driver or Pedestrian - Other, Specify**

MAY NOT HAVE BEEN A DEVIATION

**11. Description of V/PD and Comments with Recommendations, if any**

8/8/11: AIRPORT RESPONSE RECEIVED 7/20/11. SITE VISIT CONDUCTED 8/3/11. THE AIRPORT HAS INDICATED THAT THEY DO NOT BELIEVE THAT THE DEVIATION ACTUALLY OCCURRED, AND THAT THE ATCT WAS MISTAKEN IN THEIR REPORT OF THE DEVIATION. DURING A SITE VISIT CONDUCTED TO REVIEW THE INCIDENT WITH THE AIRPORT STAFF, IT WAS NOTED THAT THE VEHICLE DRIVER INSISTED THAT HE DID NOT CROSS THE HOLDING POSITION MARKING AND THAT THE MARKING ON THE ADJACENT TAXIWAY, WHICH THE ATCT WOULD HAVE USED AS A POSSIBLE REFERENCE POINT, IS POSITIONED DIFFERENTLY IN SUCH A WAY THAT IT MAY HAVE CAUSED AN INCORRECT VISUAL INDICATION OF THE VEHICLE BEING BEYOND THE HOLDING POSITION MARKING. REGARDLESS OF WHETHER OR NOT THE DEVIATION ACTUALLY OCCURRED, THE AIRPORT CONDUCTED THEIR STANDARD FOLLOW-UP PROCEDURES AS THOUGH IT HAD, WHICH INCLUDED RETRAINING AND RETESTING OF THE VEHICLE DRIVER. THE DRIVER HAD BEEN TRAINED MOST RECENTLY ON 4/11/11 AND RETRAINED ON 6/15/11. NO PART 139 VIOLATIONS WERE FOUND.

**139.311D-Operations: Marking, Signs, and Lighting.** Markings on Runways 28R and 28L, the threshold of Runway 19R, and other markings on Runway 1L were observed to be faded and/or in a state of disrepair. These markings shall be refreshed or reinstalled as necessary. The airport is advised to develop a plan to monitor the markings on the movement areas and plan to repair them on a regular basis.

Correction Date: 11/1/2011

**139.321D-Operations: Handling and Storing of Hazardous Substances and Materials.** It was found that the intervals between inspections of the mobile fueling and fuel storage equipment exceeded 3 consecutive calendar months during the preceding 12 consecutive calendar months. Since inspections had been performed within the preceding 3 consecutive calendar months prior to the inspection date, no correction date is assigned to this discrepancy. This discrepancy is documented as a matter of record and we expect full compliance in this area by the certificate holder in the future.

**139.327B3-Operations: Self-Inspection Program.** The documentation of training for personnel performing the airport's self-inspection program did not demonstrate that all of the required subject areas were being covered for all personnel on a recurrent basis. The airport indicated that training was being conducted verbally but not documented in written format and that the performance of the job functions were considered to be recurrent training. The documentation shall be updated to accurately reflect the training being provided and recurrent training shall be provided for all personnel performing self-inspection duties. Performance of the job functions is not to be considered recurrent training. It is also noted that the condition of the airfield at the time of this inspection indicates symptoms of inadequate training and complacency in self-inspection procedures.

Correction Date: 6/1/2011

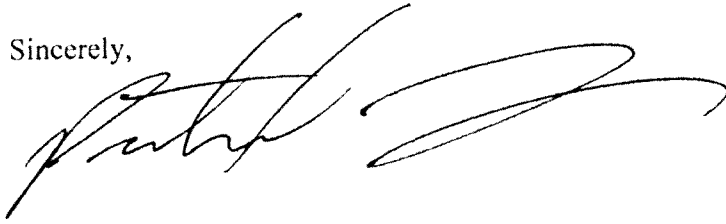
**139.329F1-Operations: Pedestrians and Ground Vehicles.** A description and date of training was not provided for all individuals with access to the movement and safety areas. The airport shall maintain these records in an accessible manner at all times. Also, the airport had previously indicated that all persons with access to the movement and safety areas were receiving training on a recurrent basis, as was strongly recommended during the FAA's 2008 "Call to Action". If this recurrent training is not being performed, it is still strongly recommended that the airport make it a requirement in their own rules and procedures.

Correction Date: 7/1/2011

Please advise in writing when the unresolved discrepancies are corrected, but no later than 15 days after the correction date. These dates were mutually agreed to. If you are unable to meet these dates, please notify me as soon as possible. We will expect your future compliance with the regulations.



Sincerely,

A handwritten signature in black ink, appearing to read 'Patrick Lammerding', with a large, stylized flourish extending to the right.

Patrick Lammerding  
Airport Certification Safety Inspector

Attachment

113



San Francisco International Airport

March 3, 2011

Mr. Patrick Lammerding  
Airport Certification Safety Inspector  
US DOT FAA WPR AD  
P.O. Box 92007  
Los Angeles, CA 90009

Dear Mr. Lammerding:

We are in receipt of your Letter of Investigation; file number 2011WP810018 dated February 22, 2011 referencing the Vehicle/Pedestrian Deviation (V/PD) that occurred at SFO on February 19, 2011.

Based on our investigation Airfield Operations was able to ascertain that at approximately 11:27hrs. (LCL), while repositioning his aircraft from the Superbay Hangar to aircraft gate 60, the tug driver in control of the American Airlines aircraft crossed RWY 10L at TWY K without a clearance from the Air Traffic Control Tower (ATCT). Based on statements from the tug driver he believed he heard the tower provide him with a clearance to cross the runway, however, a review of the communications clearly reveals no such clearance was given. As stated in the Air Traffic's Preliminary Report, they were in the process of switching the runway configuration and "numerous" aircraft had been instructed to cross RWYS 10R/10L at TWY E. As such, the Airport concurs with the ATCT's suggestion that "AALTUG60 took another aircraft's transmission and crossed RWY 10L without authorization".

Immediately following the incident, American Airlines was contacted by the Airport to ensure the tug driver's authorization to operate in the movement area was suspended pending completion of the investigation and retraining. American Airlines was cooperative and one-on-one retraining for the tug driver took place on February 22, 2011. Emphasis was placed on the need to (1) maintain focus while holding at a runway intersection and (2) pay close attention to all transmissions made by the ATCT. During his retraining all audio that occurred during the incident was reviewed and the tug driver clearly understood how his actions resulted in the vehicle deviation.

Airport records show the tug driver was authorized to operate on the movement area and had gone through all appropriate Airport provided training. Initial training was provided on July 14, 2009. It should be noted that other than mistakenly thinking he had been cleared to cross RWY 10L, the tug driver's radio procedures, verbiage and actions were appropriate. This shows he was familiar with the Airport and ATC procedures. As such, our investigation did not reveal any deficiencies in Airport procedures or training practices.

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

EDWIN M. LEE  
MAYOR

LARRY MAZZOLA  
PRESIDENT

LINDA S. CRAYTON  
VICE PRESIDENT

ELEANOR JOHNS

RICHARD J. GUGGENHIME

PETER A. STERN

JOHN L. MARTIN  
AIRPORT DIRECTOR

Post Office Box 8097 San Francisco, California 94128 Tel 650 821 5000 Fax 650 821 5005 www.flysfo.com

**RECOMMENDATIONS / COMMENTS**  
**AIRPORT CERTIFICATION INSPECTION**  
**San Francisco Intl**  
**April 28, 2011**

The following recommendations/comments are provided as a result of the Airport Certification Inspection:

**Recommendation** It is recommended that the airport work with the tenants and Fire Department to ensure that Notams issued by the airport are disseminated in a manner that ensures that each party is aware of the Notam, rather than relying upon these parties to obtain the Notam themselves. Other methods could include email, fax, phone, hand-carry, etc.

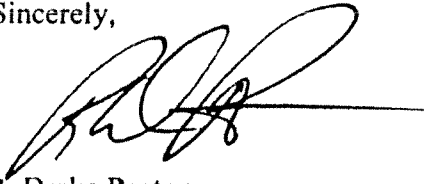
**Recommendation** It is recommended that the airport implement a consistent use of a checklist into the self-inspection program. This checklist does not necessarily need to be part of the record keeping system, but it would assist the staff in the daily inspection process.

**Recommendation** The sign and marking plans are currently being updated in a coordinated effort between the airport and FAA. Once approved, the plans will be incorporated into the Airport Certification Manual and the airport will be altered as necessary to match the plans in their final form. The airport has made excellent progress towards this goal and is commended for their efforts.

All information regarding the incident was provided to American Airlines so that they could conduct their own internal investigation. Any investigation and findings on their part were not provided to the Airport. No other factors such as open gates, fencing, signs, marking, lighting, weather or construction contributed to this vehicle deviation. In an effort to prevent a similar future incident, follow-up will include a detailed review of the incident at the next monthly LRSAT and Ramp Safety Meeting on March 15, 2011. These meetings are attended by taxi/tow mechanics and brake riders from many of the airlines and service companies.

If you have any additional questions or need further assistance, please do not hesitate to contact me. I can be reached at (650)821-5010

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Drake Poston', with a long horizontal line extending to the right.

R. Drake Poston  
Manager, Airfield Operations  
San Francisco International Airport

Cc: T. McCoy  
H. Thompson  
M. Daniels  
File



San Francisco International Airport

December 27, 2011

Mr. Patrick Lammerding  
Airport Certification Safety Inspector  
Western Pacific Region Airports Division  
Federal Aviation Administration  
15000 Aviation Blvd.  
Lawndale, CA 90261

SUBJECT: SFIA Annual Certification Inspection 2011 Letter of Correction

This letter is to advise your office that the faded taxiway marking deficiency you identified in the May 10, 2011 Letter of Correction 139.311D – Operations: Marking, Signs, and Lighting has been corrected on December 9, 2011. The faded striping on Taxiway B has been refreshed with new paint and the proper distribution of glass beads to improve its visibility and reflectivity.

The Airport Operations Division will continue to advise the Certification Safety Inspector and FAA Airport District Office in writing when a discrepancy is corrected, within 15 days of its completion date.

Please feel free to contact me at (650) 821-3348 should you have any questions.

Very truly yours,

R. Drake Poston  
Manager, Airfield Operations

Cc: Jeff Littlefield  
Tryg McCoy  
Henry Thompson

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

EDWIN M. LEE  
MAYOR

LARRY MAZZOLA  
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LINDA S. CRAYTON  
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JOHN L. MARTIN  
AIRPORT DIRECTOR



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Federal Aviation  
Administration  
Western-Pacific Region

Airports Division, Safety &  
Standards Branch  
P.O. Box 92007  
Los Angeles, CA 90009

November 15, 2011

Drake Poston  
San Francisco International Airport  
Po Box 8097  
San Francisco, CA 94128

Dear Mr. Poston:

San Francisco International Airport (SFO)  
San Francisco, CA  
Periodic Certification Inspection Closeout

The periodic certification inspection of San Francisco International Airport (SFO) was concluded on 4/28/2011. A letter received by our office dated November 8, 2011 states that the remaining discrepancies to 14 CFR Part 139 identified during the inspection have been resolved. Please consider this letter as written confirmation that the 2011 periodic certification inspection is now closed.

Sincerely,

Patrick Lammerding  
Airport Certification Safety Inspector





San Francisco International Airport

November 8, 2011

Mr. Patrick Lammerding  
Airport Certification Safety Inspector  
Western Pacific Region Airports Division  
Federal Aviation Administration  
15000 Aviation Blvd.  
Lawndale, CA 90261

SUBJECT: SFIA Annual Certification Inspection 2011 Letter of Correction

This letter is to advise your office that the runway paint and associated reflectivity deficiency you identified in the May 10, 2011 Letter of Correction 139.311D – Operations: Marking, Signs, and Lighting has been corrected on October 28, 2011. All markings on Runways 10L-28R; 10R-28L, 01R-19L and 01L-19R have been refreshed with new paint and reflective beads.

The Airport Operations Division will continue to advise the Certification Safety Inspector and FAA Airport District Office in writing when a discrepancy is corrected, within 15 days of its completion date.

Please feel free to contact Drake Poston, Manager-Airfield Operations, at (650) 821-3348, should you have any questions.

Very truly yours,

R. Drake Poston  
Manager, Airfield Operations

Cc: Tryg McCoy  
Jeff Littlefield  
Henry Thompson



U S Department  
of Transportation  
  
Federal Aviation  
Administration

Western-Pacific Region  
Airports Division  
San Francisco Airports District Office

831 Mitten Road, Suite 210  
Burlingame, CA 94010-1300

electronic cc: Joe Brier  
Kristen Allen  
Jim Chiu  
Troy McCoy  
Ivor Conry

August 22, 2011

Mr. Ivar Satero  
Deputy Airport Director  
Facilities Division/Design and Construction  
San Francisco International Airport  
P.O. Box 8097  
San Francisco, California 94128

**San Francisco International Airport (SFO), San Francisco, CA  
Conditional Approval of a Modification of Standards (MTS) for the  
Boeing 747-8 New Large Aircraft (NLA)**

Dear Mr. Satero:

Our office, in conjunction with the Federal Aviation Administration (FAA) Western-Pacific Region Safety and Standards Branch, Air Traffic Organization Western Service Center (ATO) and FAA Headquarters Airport Engineering Division (AAS-100) reviewed the April 16, 2009, request for a Modification of Standards (MTS) to accommodate the Boeing 747-8, New Large Aircraft (NLA) at San Francisco International Airport (SFO). The Boeing 747-8 is within the Airplane Design Group VI category. The MTS requested for the Boeing 747-8 NLA has been conditionally approved as described herein:

1. **MTS (a) Request:** Allow the Boeing 747-8 to operate on CAT II/III Runway 28R to Taxiway C Separation, Runway 28L to Taxiway B Separation and Runways 19L/R to Parallel Taxiway Separation. **CONDITIONALLY APPROVED:** Refer to the enclosed MTS(a) Runway Centerline to Parallel Taxiway Centerline Separation section for detailed conditions of approval.

All construction activities, implemented to accommodate Boeing 747-8 operations, must be coordinated with FAA to identify and mitigate impacts to FAA facilities.

When any excavation, rehabilitation, or reconstruction of a Taxiway or Runway pavement is being planned to accommodate the Boeing 747-8, please consult with the ATO. They will help you identify the location and depth of FAA cables and conduit, and determine their load bearing capacity. They will also advise you of the need to relocate FAA electronic navigation aids and communications equipment. Provisions for these items can be incorporated in your construction plans and specifications. The airport will also be responsible for the construction cost of these FAA facilities.

Please provide the San Francisco Airports District Office with a signed copy of Boeing 747-8 Operational Plan for our records.

If you have any questions, please contact me (650) 876-2778, x600 or  
Mr. Bill Gin (650) 876-2778, x622. Thank you.

Sincerely,



Robin K. Hunt  
Manager, San Francisco Airports District Office

Enclosures: MTS(a) Runway Centerline to Parallel Taxiway Centerline  
Separation



## Federal Aviation Administration

---

# Memorandum

Date: August 18, 2011

To: Robin Hunt, Manager, San Francisco Airport District Office, SFO-600

From: William Gin, Program Manager, San Francisco Airports District Office, SFO-622

Subject: **Request for Modification of Airport Design Standards for San Francisco International Airport (SFO) CAT II/III Runway 28R to Taxiway Charley Separation, Runway 28L to Taxiway Bravo Separation and Runways 19L/R to Parallel Taxiway Separation Standards for operation of the Boeing 747-8**

This memorandum is in response to request for modification to standards to accommodate the Boeing 747-8 scheduled to arrive in San Francisco International Airport (SFO) in the fall of 2011. The Boeing 747-8 is within Aircraft Design Group (ADG) VI category.

### Construction Standards Affected:

Federal Aviation Administration (FAA) standards for Group VI aircraft, FAA Advisory Circulars (AC) 150/5300-13, Airport Design, Runway to Parallel Taxiway Separation, Table 2-2-5. Runway Centerline to Parallel Taxiway Centerline Separation requires 500 feet for approaches with visibility down to ½-statue mile. Runway Centerline to Parallel Taxiway Centerline Separation requires 550 feet for approaches with visibility less than ½-statue mile.

### Extent of Modification:

FAA Engineering Brief No. 81, Use of Guidance for Runway Centerline to Parallel Taxiway/Taxilane Centerline Separation for Boeing 747-8 was issued on March 12, 2010. The Engineering Brief provides guidance on the operation of the Boeing 747-8, an ADG-VI aircraft, where the runway centerline to parallel taxiway/taxilane centerline distance is less than ADG VI standards. The application of a nonstandard separation is allowable under the conditions described in Engineering Brief No. 81.

### Specific Conditions and Restrictions Imposed:

1. Boeing 747-8 can operate as an ADG-V in accordance with an airport's existing rules for runway-to-parallel taxiway separation. Any existing taxiway restrictions defined in Air Traffic Control (ATC) Standard Operating Procedures (SOPS)/LOAs for ADG-V apply.
2. This approval expires October 1, 2013 for operations conducted in CAT II/III operations.

### Acceptable Level of Safety:

The design characteristics of the Boeing 747-8 and the Boeing 747-400 are essentially identical with the only difference being an increase in wingspan. The wider wingspan elevates the Boeing 747-8 to an ADG VI category even though all other design characteristics comply with ADG V

criteria. Currently, SFO is operating Boeing 747-400 with 400 foot runway to taxiway separation. The Boeing 747-8 (224.4') has a wingspan 11.4 foot wider than the Boeing 747-400 (213.0'). The height is within the ADG V limit of 66 feet and tail height of the Boeing 747-8 is 64.2 feet. For two Boeing 747-8's operating simultaneously, the existing 400 foot runway to parallel taxiway separation (CAT-I Runway 28L, 19L and 19R) will result in a 175.6 foot wingtip separation which is considered within an acceptable level of safety.

Duration of the Modification to Standards:

This modification, consistent with FAA Engineering Brief No. 81, will remain in effect until the pavement is scheduled for reconstruction. Any future taxiway construction on the airport must meet ADG VI standards, as specified in AC 150/5300-13, Airport Design.

Determination:

Currently, we have determined that this modification to the all Runway Centerline to Taxiway Centerline Separation meets the criteria of FAA Engineering Brief No. 81 and will not impede the safety of the airport during Aircraft Design Group VI operations at SFO.

Signatures:

Recommended:



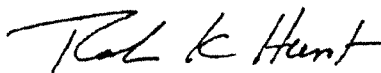
Arlene Draper

Assistant Manager, San Francisco Airports District Office, SFOADO-601

8/18/11

Date

Approved:



Robin Hunt

Manager, San Francisco Airports District Office, SFOADO -600

8/18/11

Date



San Francisco International Airport

San Francisco International Airport  
San Francisco, CA 94128  
Tel: (415) 771-2000  
Fax: (415) 771-2000  
www.sfo.org

April 16, 2009

Ms. Robin Hunt, Manager  
San Francisco Airports District Office  
Federal Aviation Administration  
831 Mitten Road  
Burlingame, CA 94010

**Subject: Application for a Modification to Standards (M.O.S.) to  
Accommodate 747-8 at San Francisco International Airport**

Dear Ms. Hunt:

Enclosed is an application requesting a modification to airport design standards to accommodate the Boeing 747-8 scheduled to arrive in 2010. The 747-8 is within aircraft Design Group VI category. Existing runways at SFIA meets FAA standards for Group VI Runway Width (AC 150/5300 13, AIRPORT DESIGN, Table 3-1). Although runways at SFIA are adequate to accommodate for Group VI aircrafts, taxiways are designed for Group V. With the authorization of Engineering Brief No. 73, "Use of Non-Standard 75-Foot (23-M) Wide Straight Taxiway Sections for Boeing 747-8", SFIA can accommodate for taxiway operations of the 747-8.

Attached is the request for modification to standards for operations of the 747-8 throughout SFIA.

If you have any questions, please call Jim Chiu, Airport Project Manager at (650) 821-7741.

Sincerely,

Ernie Eavis  
Deputy Airport Director - Facilities

Enclosures

# FAA WESTERN REGION MODIFICATION OF AIRPORT DESIGN STANDARDS

Date: February 23, 2009

Page 1 of 2

<b>BACKGROUND</b>		
1. AIRPORT: San Francisco International Airport	2. LOCATION(CITY,STATE): San Francisco, CA	3. LOC ID: SFO
4. EFFECTED RUNWAY/TAXIWAY:  All SFO Taxiways	5. APPROACH (EACH RUNWAY):  <u>28L 28R 19L</u> PIR <u>10L 10R 19R</u> NPIR <u>1L 1R</u> VISUAL	6. AIRPORT REF CODE (ARC):  D-V
7. DESIGN AIRCRAFT (EACH RUNWAY/TAXIWAY): Boeing 747-8		
<b>MODIFICATION OF STANDARDS</b>		
8. TITLE OF STANDARD BEING MODIFIED (CITE REFERENCE DOCUMENT):  a.) Group VI Runway to Parallel Taxiway Separation, AC 150/5300-13 AIRPORT DESIGN, Table 2-2 b.) Group VI Taxiway Centerline to Centerline Separation, AC 150/5300-13 AIRPORT DESIGN, Table 2-3 c.) Group VI Taxiway Centerline to Fixed or Movable Object, AC 150/5300-13 AIRPORT DESIGN, Table 2-3 d.) Group VI Taxiway Width, AC 150/5300-13 AIRPORT DESIGN, Table 4-1		
9. STANDARD/REQUIREMENT  a.) Runway to Parallel Taxiway Separation requires 550' (28L/R) and 500' (19L/R), in accordance with Table 2-2, Group VI b.) Taxiway Centerline to Centerline Separation requires 324', in accordance with Table 2-3, Group VI c.) Taxiway Centerline to Fixed or Moveable Object requires 193', in accordance with Table 2-3, Group VI d.) Taxiway Width requires 100' taxiway, 40' shoulder, in accordance with Table 4-1, Group VI		
10. PROPOSED:  a.) 400' Runway to Parallel Taxiway Separation. b.) 267' Taxiway Centerline to Centerline Separation. c.) 137' Taxiway Centerline to Fixed or Moveable Object. d.) 75' Taxiway and 35' Shoulder.		
11. EXPLAIN WHY STANDARD CANNOT BE MET (FAA ORDER 5300.1E):  See attached.		
12. DISCUSS VIABLE ALTERNATIVES (FAA ORDER 5300.1E):  No other viable alternatives.		
13. STATE WHY MODIFICATION WOULD PROVIDE ACCEPTABLE LEVEL OF SAFETY (FAA ORDER 5300.1E):  See attached.		
<b>ATTACH ADDITIONAL SHEETS AS NECESSARY – INCLUDE SKETCH/PLAN</b>		

bcc: Baljit Boparai, SFO Facilities  
Jim Chiu, SFO Facilities  
Greg Kingery, FAA Tower  
Drake Poston, Air Ops  
Michael Lawrance, SFO Planning  
Daniel Lee, SFO Facilities  
EEChron  
File



# FAA WESTERN REGION MODIFICATION OF AIRPORT DESIGN STANDARDS

Date: February 04, 2009

Page 2 of 2

MODIFICATION: Group VI Taxiway Standards		LOCATION: San Francisco International Airport			
14. SIGNATURE OF ORIGINATOR:  <i>For</i>		15. ORIGINATOR'S ORGANIZATION: Ernie Eavis Deputy Airport Director SFIA / Facilities P.O. Box 8097 San Francisco, CA 94128		16. TELEPHONE:  (650) 821-7747	
17. DATE OF LATEST FAA SIGNED ALP:  October 22, 2001					
18. ADO RECOMMENDATION:		19. SIGNATURE:		20. DATE:	
21. FAA DIVISIONAL REVIEW (AT, AF, FS):					
ROUTING SYMBOL	SIGNATURE	DATE	CONCUR	NON-CONCUR	
COMMENTS:					
22. AIRPORTS' DIVISION FINAL ACTION:					
[ ] UNCONDITIONAL APPROVAL		[ ] CONDITIONAL APPROVAL		[ ] DISAPPROVAL	
DATE:	SIGNATURE		TITLE:		
CONDITIONS OF APPROVAL:					

## **SUPPLEMENT TO FAA WESTERN REGION MODIFICATION OF AIRPORT DESIGN STANDARDS**

### **11. Explain why standard cannot be met (FAA order 5300.1E):**

Modifying existing conditions at SFO to meet FAA Design Group VI standards would require realignment of heavily-use taxiways resulting in major environmental, political and economical challenges that may prove impractical to implement. Realignment will result in removal of aircraft parking and gate positions that will severely impact airport capacity. Major construction will trigger the shutdown of taxiways routes for extended periods of time. Such closures would be operationally disruptive to airlines due to the high volume of activity at SFO and would result in increased delays and cost.

### **13. State why modification would provide an acceptable level of safety.**

#### 400' Runway to Parallel Taxiway Separation.

a.) The design characteristics of the 747-8 and the 747-400 are essentially identical with the only difference being an increase in wingspan. The wider wingspan elevates the 747-8 to a Group VI category even though all other design characteristics comply with Group V criteria. Currently, SFO is operating 747-400 with 400' runway to taxiway separation. The 747-8 (224.4') has a wingspan 11.4' wider than the 747-400(213'). The proposed 400' runway to parallel taxiway separation will result in a 175.6' wingtip separation for two parallel 747-8, which provides an acceptable level of safety. See Figure 1.

#### 267' Taxiway Centerline to Centerline Separation.

b.) Currently, SFO is operating with a wingtip clearance requirement of 25' for Group V aircraft with no incidents. It is this reason that SFO intends to maintain the 25' wingtip clearance requirement for the 747-8. The proposed 267' taxiway to taxiway separation will provide an acceptable level of safety wherever a 747-8 is adjacent to 747-400 (ie. Taxiway 'A' and 'B' west of Boarding Area F, leading to Boarding Area G), see Figure 2.1. Where taxiway centerline separation is less than 267' such as in the case of Figure 2.2 and 2.3, size restriction for adjacent aircraft shall be limited to 201' maximum wingspan (B777-300). See Figure 2.4 for critical area at Taxiway M & H. This modification will provide an acceptable level of safety.

#### 137' Taxiway Centerline to Fixed or Moveable Object.

c.) The proposed 137' taxiway centerline to object separation minimum will provide wingtip clearance of at least 25' to any fixed or movable object. Currently, SFO operates taxiway wingtip clearance requirement of 25' for 747-400. Taxiway deviation studies conducted by the FAA at JFK indicate that large aircraft can taxi with little deviation from centerline. Only 27 deviations greater than 10' from centerline were recorded in 4,737 Boeing 747-400 observations. See Figure 3. This will provide an acceptable level of safety.

#### 75' Taxiway and 35' Shoulder

d.) Please refer to Engineering Brief No. 73, "Use of Non-Standard 75-Foot-(23-M) Wide Straight Taxiway Sections for Boeing 747-8." The current taxiway width at SFO varies between 75 feet to 100 feet of structural pavement with shoulders varying between 50 feet to 60 feet. Specific 747-8 taxiway route have been developed by SFO operators. See Figure 4. This will provide an acceptable level of safety.

SFO Key Map



1000  
2000  
3000

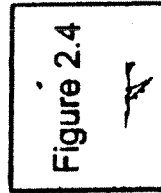
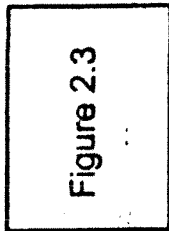
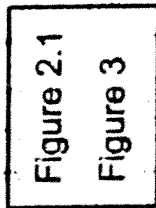
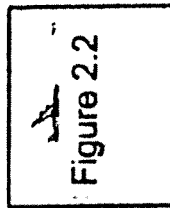
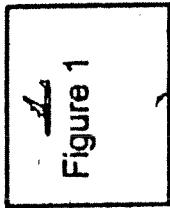


FIGURE 1. RUNWAY TO TAXIWAY CENTERLINE SEPARATION OF 400'

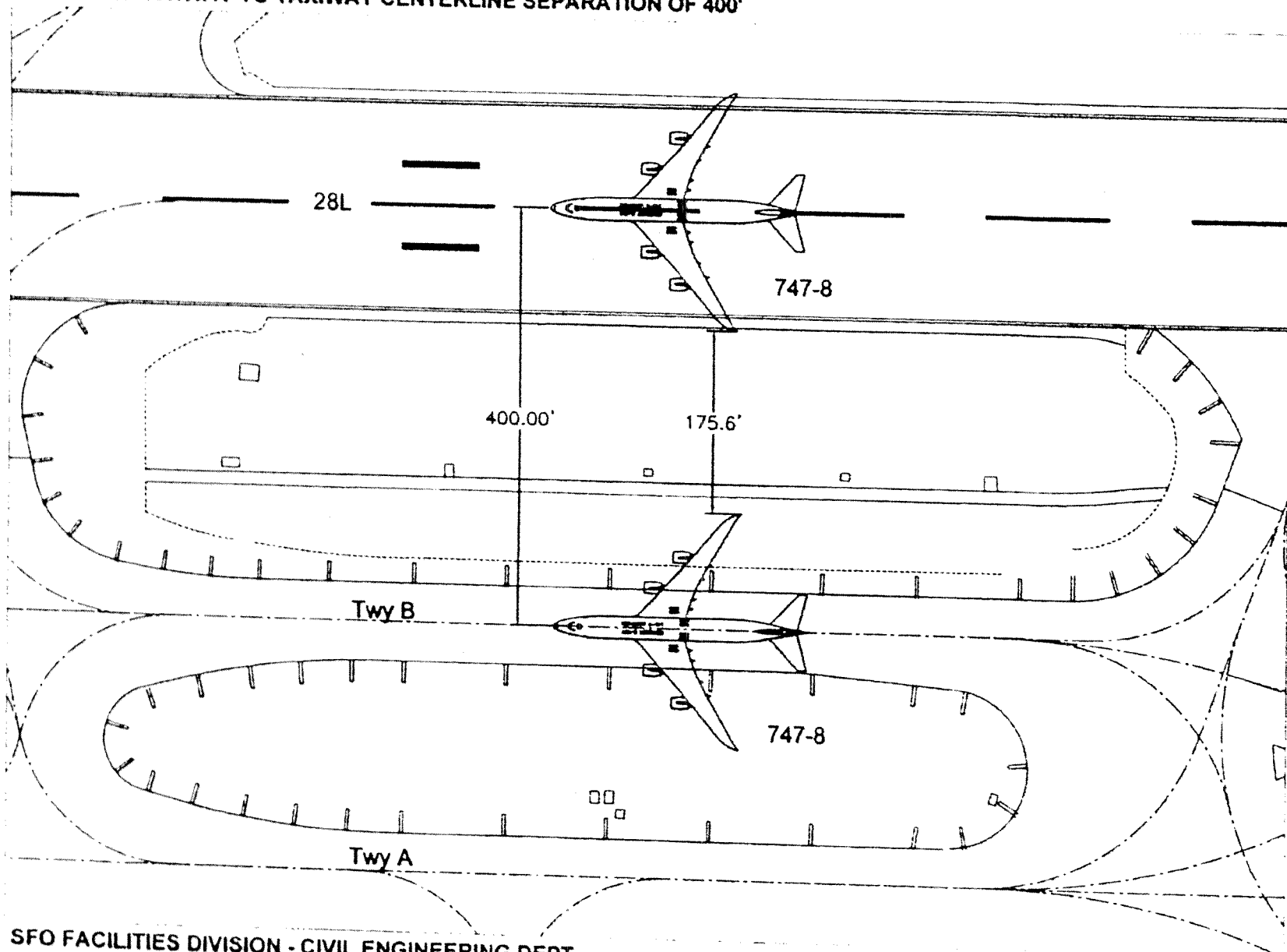


FIGURE 2.1 TAXIWAY TO TAXIWAY CENTERLINE SEPARATION

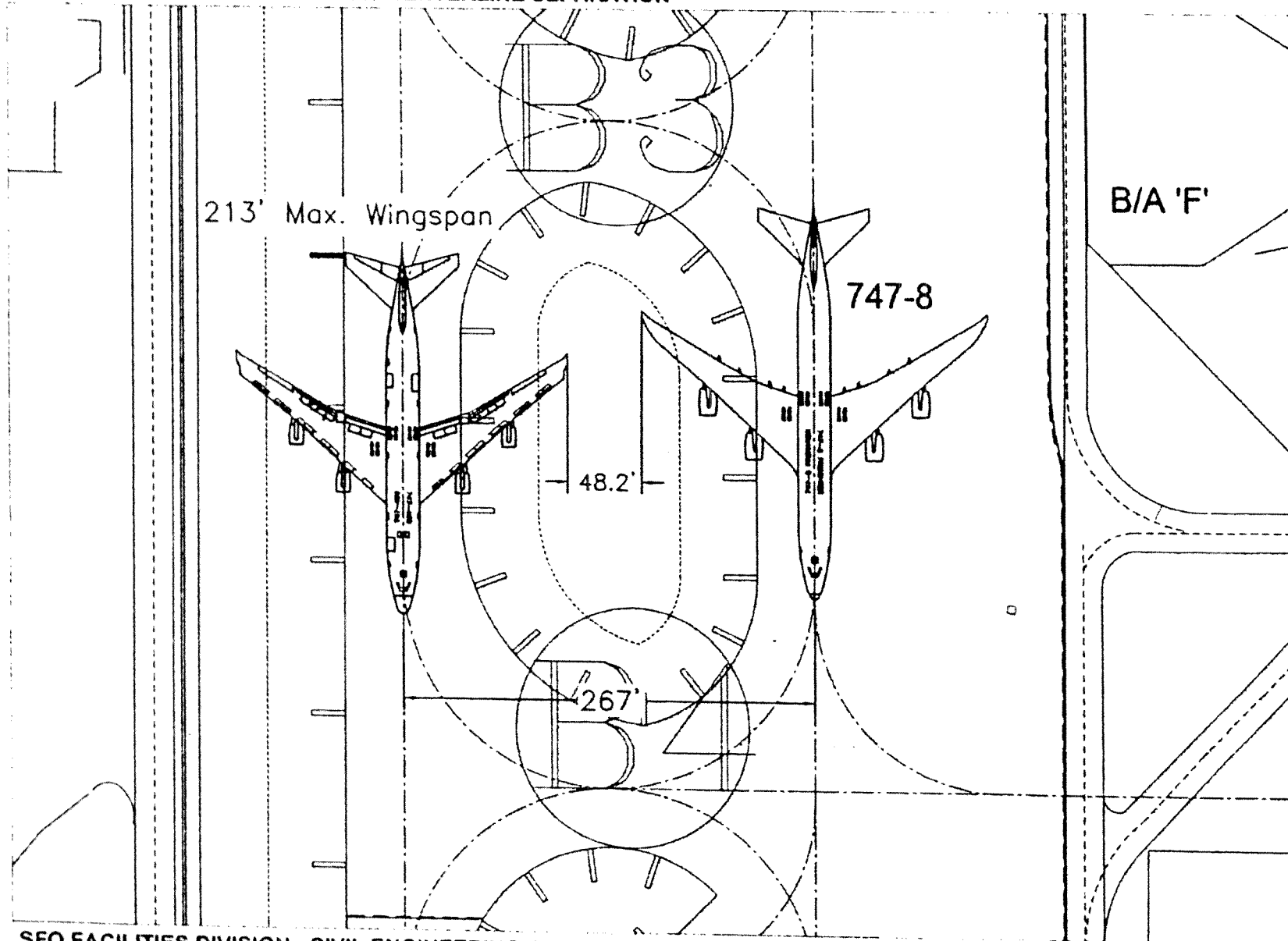


FIGURE 2.2 TAXIWAY TO TAXIWAY CENTERLINE SEPARATION

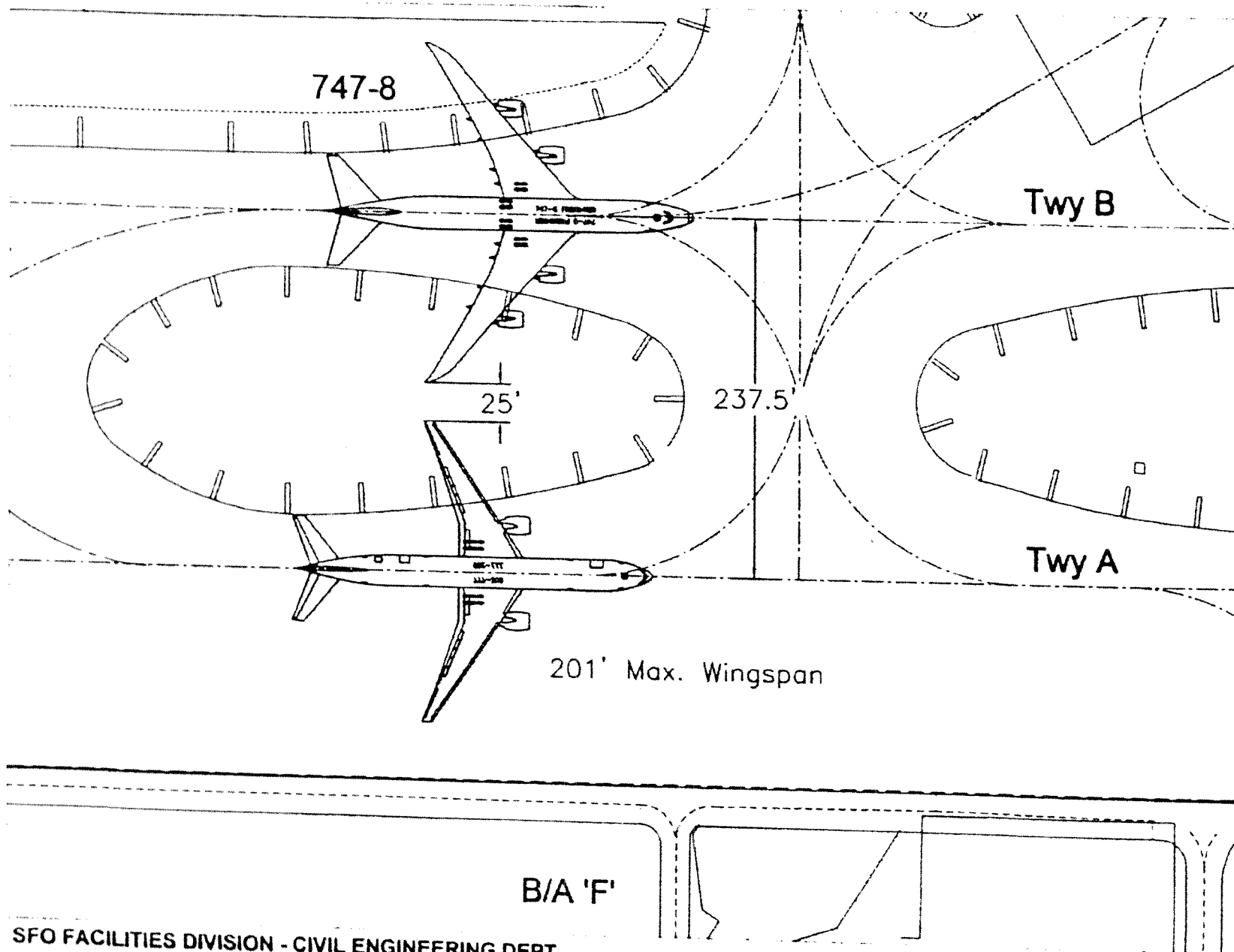


FIGURE 2.3 TAXIWAY TO TAXIWAY CENTERLINE SEPARATION

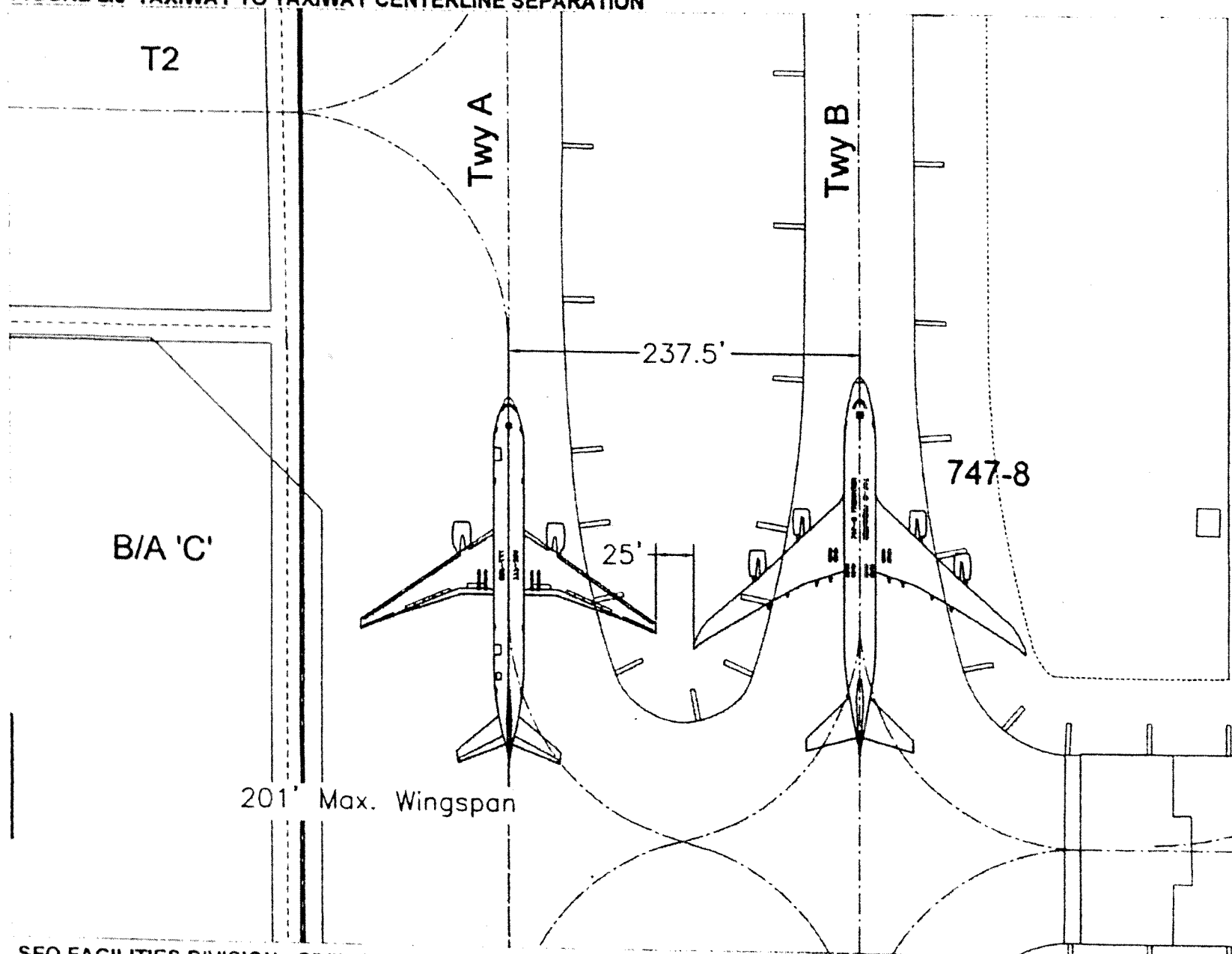
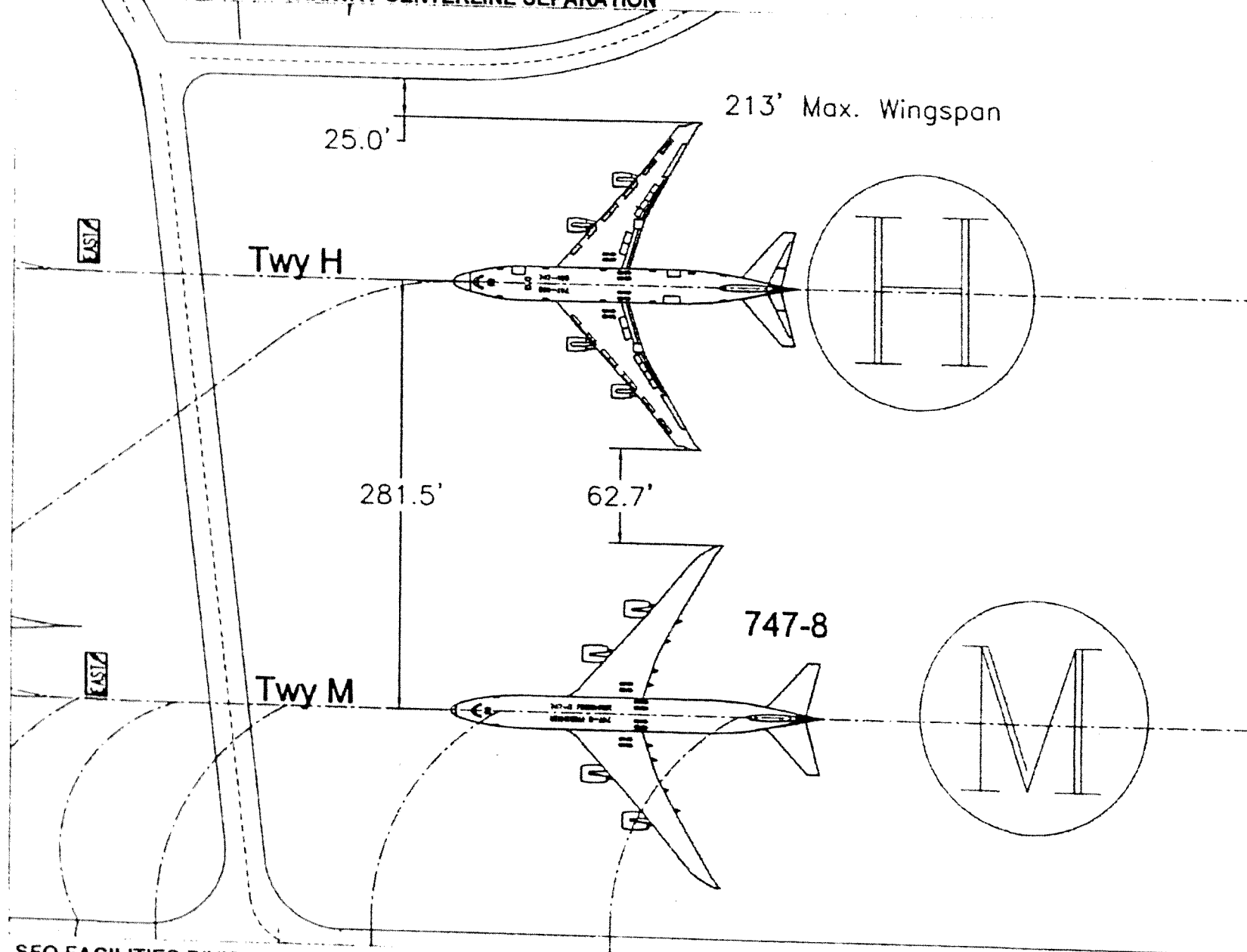


FIGURE 2.4 TAXIWAY TO TAXIWAY CENTERLINE SEPARATION





**FIGURE 3. TAXIWAY TO FIXED OBJECT CENTERLINE SEPARATION**

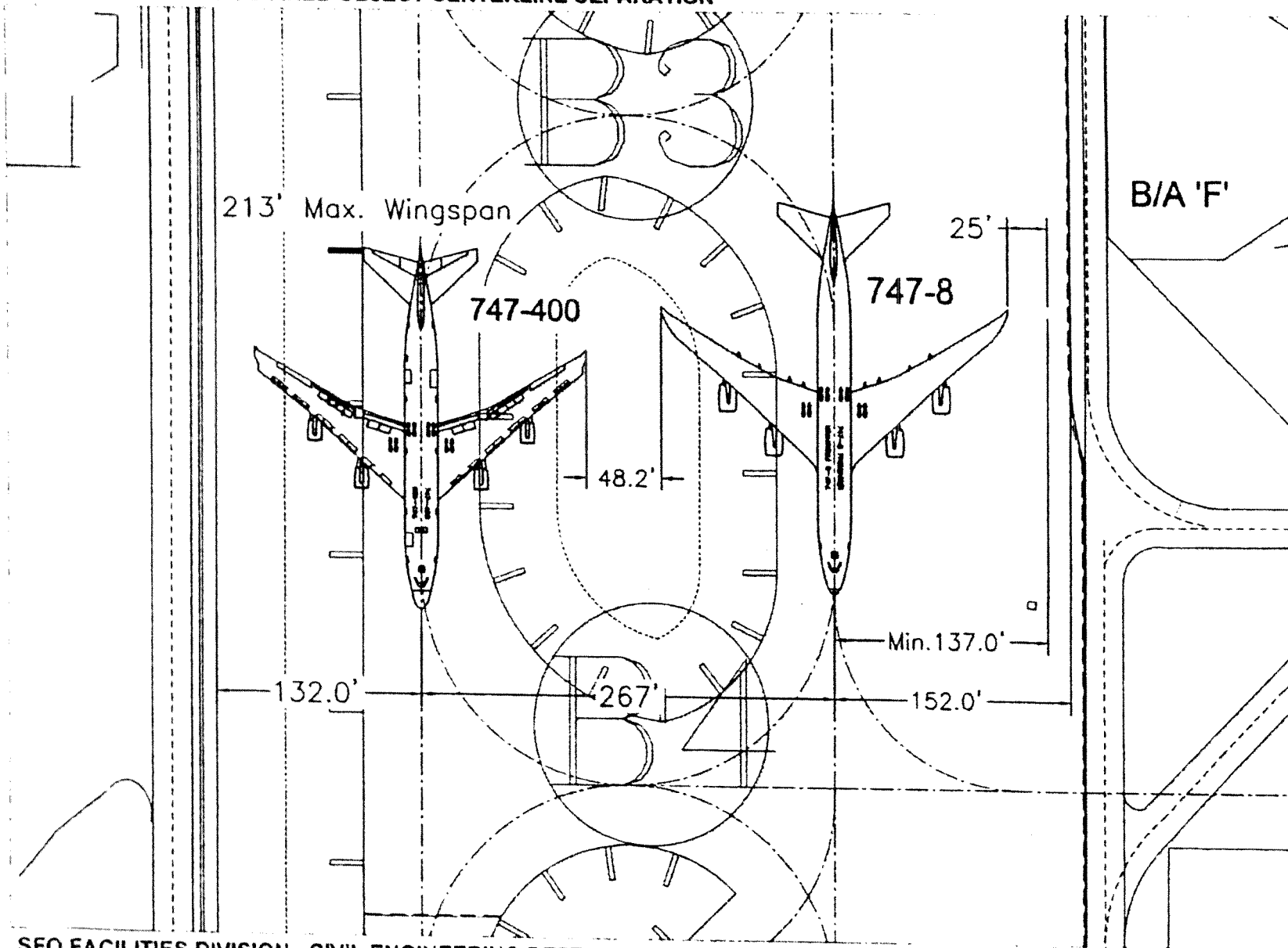
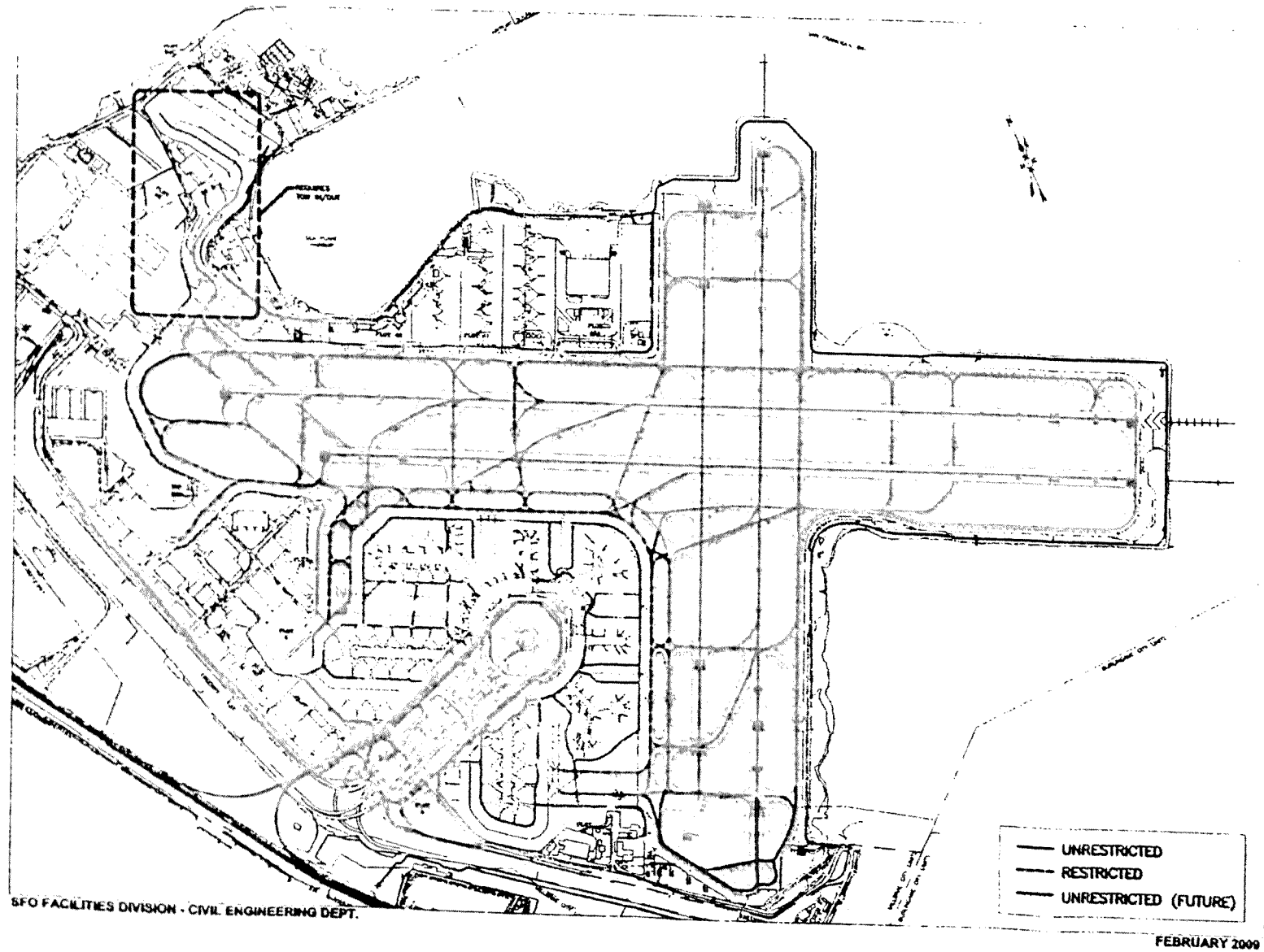


Figure 4: 747-8 Taxiway Route Plan



DEPUTY DIRECTOR - FAC	
File Copy	
Initials	Date
XL	2-26-09
SAI	2/26/09

4/16/09

Baljit

This MOS document has  
been reviewed by

Greg K - ATC

Drake Posten - Airpps

Michael L - planning

and Karen Dix - Boeings

Jim

2/26/09  
4/16



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Federal Aviation  
Administration  
Western-Pacific Region

Airports Division, Safety &  
Standards Branch  
P.O. Box 92007  
Los Angeles, CA 90009

GB. f  
MD. md  
File

August 8, 2011

File Number: 2011WP810060

Drake Poston  
Operations Coordinator  
San Francisco International Airport  
PO Box 8097  
San Francisco, CA 94128

Dear Mr. Poston:

San Francisco International Airport  
San Francisco, California  
Closing of Investigation- Vehicle Deviation

On 6/28/2011, we advised you that the Federal Aviation Administration was investigating an incident that reportedly involved Rescue 56, an Aircraft Rescue Fire Fighting vehicle, entered Runway 28R without permission at 8:57am local time.

This letter is to inform you that the investigation of this incident, which occurred on 6/15/2011, has not established a violation of 14 CFR Part 139. You may consider this matter closed as it relates to Part 139.

Sincerely,

Patrick Lammerding  
Airport Certification Safety Inspector

# INVESTIGATION OF VEHICLE OR PEDESTRIAN DEVIATION REPORT (ATQA)

Incident Report Number

V W P T S F O 1 1 0 0 2

The Airports Division Office will complete this form after receiving FAA Form 8020-24 vehicle or pedestrian (V/PD) report from Air Traffic Control. Complete and distribute according to the instructions on page 2.

## 1. Date, Time, and Location of Deviation:

A. Local Date 0 6 1 5 2 0 1 1  
M M D D Y Y Y Y

B. Local Time 0857

C. Airport ID at Surface Incident Location S F O

## 2. Type of Deviation (Select one):

- A. ☒ Vehicle (excludes bicycles; includes aircraft being repositioned)  
B. ☐ Pedestrian (includes bicycles)  
C. ☐ Mechanic (under aircraft Power)

## 3. Airport Certificated Under Part 139 of FAA Regulations:

- A. ☒ Yes, Specify: Class: I ☒ II ☐ III ☐ IV ☐  
B. ☐ No

## 4. Deviator Was (Mark one):

- A. ☐ Not Authorized to be on the Airfield (Skip to Item 8)  
B. ☐ Authorized to be on the Airfield, but not on the Movement Area  
C. ☒ Authorized to be on the Movement Area  
D. ☐ Unknown (Skip to Line 10)

## 5. Airport Offers Driver Training Program (Mark one):

- A. ☒ Yes  
B. ☐ No  
Driver Completed Airport Training Program  
1. ☒ Yes, When 04/11/2011  
2. ☐ No  
3. ☐ Unknown

## 6. Airport Training or Procedures Contributed to V/PD (Mark all that apply):

- A. ☐ Driver Training Program  
B. ☐ Driver Familiarization  
C. ☐ Airport Operational Procedures

## 7. The Driver or Pedestrian Had Inadequate Knowledge or Experience with (Mark all that apply):

- A. ☐ English Language  
B. ☐ Airport Layout  
C. ☐ Signs, Markings, Signals, or Lighting, Specify:  
D. ☐ ATC Movement Area Procedures  
E. ☐ ATC Terminology or Phraseology  
F. ☐ Unknown  
G. ☐ Other, Specify:  
H. ☒ None of the Above, Driver or Pedestrian Knowledge or Experience Not a Factor

## 8. Facilities, Constructions or Conditions that Contributed to V/PD (Mark all that apply):

- A. ☐ Unlocked or Open Gates  
B. ☐ Inadequate Fence, Specify:  
C. ☐ Signs, Markings, Signals, or Lighting, Specify:  
D. ☐ Conditions Outside Movement Area, Specify: (e.g., Weather, Construction)  
E. ☐ Movement Area Conditions, Specify: (e.g., Weather, Construction)  
F. ☐ Unknown  
G. ☐ Other, Specify:  
H. ☒ None of the Above, Facilities, Construction, or Conditions Not a Factor

## 9. Investigation Indicated Driver or Pedestrian (Mark all that apply):

- A. ☐ Was Unable to Locate Route  
B. ☐ Was Disoriented or Lost  
C. ☐ Did Not Observe Markings, Signals, or Lighting  
D. ☐ Did Not Follow Movement Area Procedures  
E. ☐ Did Not Follow Route Assigned by ATC  
F. ☐ Did Not Follow Other ATC Instructions Specify:  
G. ☐ Took Inadvertent or Unplanned Actions  
H. ☐ Forgot to Request Clearance  
I. ☐ Believed He/She was Cleared  
J. ☐ Was Distracted, Specify:  
K. ☐ Details not Known to the Inspector  
L. ☒ Other, Specify: \*See Appendix\*

10. Corrections and Additions to FAA Form 8020-24 Specify: item number and new information

11. Description of V/DP and Comments with Recommendations, if any:  
\*See Appendix\*

12. Attachment(s):

- A. ☒ FAA Form 8020-24 (REQUIRED)  
B. ☐ Other(s), Specify :

13. Action(s) Taken or Planned (Mark all that apply):

- A. ☒ No Part 139 Violations  
B. ☐ Letter of Investigation, Specify Date: \_\_\_\_\_  
C. ☐ Enforcement Action by Airport Operator  
D. ☐ Procedural Changes by Airport Operator (No. 11)  
E. ☐ Airport Capital Development  
F. ☐ Other, Specify : \_\_\_\_\_ (See No. 11)  
G. ☐ None

14. Investigating Airports Division Office:

Routing Symbol A W P . 6 2 0 7

15. Inspector Completing Form:

- A. Name PATRICK J LAMMERDING  
B. Signature \_\_\_\_\_  
C. Date 0 8 0 8 2 0 1 1  
M M D D Y Y Y Y  
D. Phone No. 3 1 0 . 7 2 5 . 3 6 4 5

16. Report Distributed To:

A. FAA Region A W P

Including Regional Divisional Offices:  
Airports, Terminal Service Areas, and Flight Standards  
(Only if 7A on Form 8020-24 is checked).

Including:  
AAS-300 and ATO-A (IT)

B. Other(s), Specify :  
AAS - 300

### INSTRUCTIONS

With 90 calendar days of the receipt of FAA Form 8020-24, "Preliminary Vehicle or Pedestrian Deviation Report", indicating the occurrence of a V/DP at an airport certified under 14 CFR 139, FAA Form 8020-25 will be completed. The FAA Form 8020-25 must be assigned the same incident report number as the corresponding FAA Form 8020-24. Instructions on distribution of FAA Form 8020-25 are in FAA Order 8020.11, "Aircraft Accident and Incident Notification, Investigation, and Reporting."

The inspector completing the FAA Form 8020-25 will attempt to ensure that all information reported on FAA Form 8020-24 is complete. If any information on FAA Form 8020-24 is incomplete or inaccurate, the inspector will provide additions or corrections to that information, if it becomes known, in item 10.

Complete all items. If the categories given are inadequate, complete "Other, Specify." Sign and date the form (item 15) before distribution.



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
Airports Division

P. O. Box 92007  
Los Angeles, CA 90009-2007

April 20, 2012

**CERTIFIED MAIL**

Mr. Jeff Littlefield  
Deputy Director of Operations  
San Francisco International Airport  
PO Box 8097  
San Francisco, CA 94128

Dear Mr. Littlefield:

**San Francisco International Airport  
San Francisco, CA  
Letter of Correction**

A periodic airport certification inspection (139 inspection) of San Francisco International Airport (SFO) was concluded on April 12, 2012. The inspection was conducted to determine the airport's compliance with Title 14 CFR Part 139 (FAR 139), the Airport Certification Manual (ACM) and the Airport Operating Certificate. The inspection revealed that SFO is not in compliance with all of the requirements of FAR 139. The following discrepancies were noted during the inspection:

**Item one: 139.311 (d), Maintenance**

Each certificate holder must properly maintain each marking, sign, or lighting system installed and operated on the airport. As used in this section, to "properly maintain" includes cleaning, replacing or repairing any faded, missing, or nonfunctional item; keeping each item unobscured and clearly visible; and ensuring that each item provides an accurate reference to the user.

Taxiway L, south of taxiway M, was closed and barricaded for construction, adjacent to the movement area. Taxiway centerline lights located on taxiway L, north of the construction, and located on runway 1R, leading into the closed taxiway were lit. These two centerline lighting systems, leading to a closed movement area may create confusion, causing airport to enter a closed area of the airport. These lighting systems must be disabled for the duration of the taxiway closure.

**Item was corrected on April 12, 2012.**

**Item two: 139.327 (c) (2), Self-inspection program:**

Each certificate holder must- Prepare records of all training given...to each individual in compliance with this section that includes, at a minimum, a description and date of training received. Such records must be maintained for 24 consecutive calendar months after completion of training.

This item was noted during the 2011, 139 inspection and was reported as corrected. During the 2012, 139 inspection, training records presented were newly-developed but did not, however, reflect that all personnel had not received training in all six subject areas as required by 139.327 (b) (3) and (4).

The airport must modify all required training records to comply with FAR 139. To be certain that any further changes to required records are in compliance with FAR 139, please submit for modified records to FAA for review and acceptance.

**Item to be corrected by: August 31, 2012**

**Item three: 139.321 (b) (5): Handling and storing of hazardous substances and materials:**

Each certificate holder must establish and maintain standards authorized by the Administrator for protecting against fire and explosions in storing, dispensing, and otherwise handling fuel (other than articles and materials that are, or are intended to be, aircraft cargo) on the airport. These standards must cover facilities, procedures and personnel training and must address at least the following: (including) (5) Fire Safety in mobile fuelers, fueling pits, and fueling cabinets.

A Jet A fuel tanker, operated by Total Airport Services (TAS) was observed on the north cargo ramp, parked near a perimeter fence and surrounded by ramp equipment. This equipment included fuel spill response materials and flammable, waste fuel absorbent. The presence of this equipment presents a fire hazard and prevents fire department responders from gaining clear access to the tanker vehicle.

The airport must either relocate the fuel tanker, or remove or relocate flammable materials and ramp equipment to allow adequate access, as required by NFPA 407.

**Item to be corrected by: July 30, 2012**

We have given consideration to all available facts and conclude that these discrepancies of FAR 139 do not warrant legal enforcement. In lieu of such action we are issuing this letter, which will be made a matter of record. We will expect your future compliance with the regulations. Please provide written notification when the unresolved discrepancies are corrected.



Should you have any questions or comments regarding the inspection, please feel free to contact me at (310) 725-3635 or via e-mail at [george.aiken@faa.gov](mailto:george.aiken@faa.gov).

Sincerely,

Original signed by  
George Aiken

George Aiken  
Airport Certification Safety Inspector

cc: D. Poston

**RECOMMENDATION / COMMENTS**  
**AIRPORT CERTIFICATION INSPECTION**  
**San Francisco International Airport**  
**April 12, 2012**

1. During the inspection, a Surface Painted Holding Position Sign (SPHPS) was observed to be in marginal condition. An inspection of records showed that the SPHPS had been noted by SFO airport operations personnel, during an airfield inspection, and entered into their database in May, 2011. A review of airport records showed the item as uncorrected. When this issue was brought up during a meeting with the field paint crew, it became apparent that operations and maintenance have different databases for noting, responding to, and correcting airfield maintenance issues. The airport should address this issue, possibly by the use of one database, or by enabling information to be communicated from one database to another.
2. San Francisco Fire Department (SFFD) records, required by 139.319 (i) were found to be in an appropriate format, but were not completely populated with training information. Additional training records were provided, confirming that required training had been conducted. Training records made available to the FAA Airport Certification Safety Inspector during the periodic airport certification inspection should contain all information needed, to demonstrate compliance with FAR 139.319 (i).
3. SFFD was unable to produce records showing that a refractometer test had been conducted for all ARFF vehicles within the preceding six months. In addition, SFFD indicated that this test was performed by ARFF vehicle maintenance personnel. SFFD should consider performing refractometer testing, in-house, by SFFD personnel assigned to SFO ARFF stations on the airport.

**Glenn Brotman**

---

**From:** Drake Poston  
**Sent:** Tuesday, May 15, 2012 12:26 PM  
**To:** Glenn Brotman  
**Subject:** FW: Close-out of 139 Item of Correction: Fuel Truck Parking

FYI

**From:** [George.Aiken@faa.gov](mailto:George.Aiken@faa.gov) [mailto:[George.Aiken@faa.gov](mailto:George.Aiken@faa.gov)]  
**Sent:** Monday, May 14, 2012 3:30 PM  
**To:** Drake Poston  
**Cc:** Henry Thompson; Jeff Littlefield  
**Subject:** Re: Close-out of 139 Item of Correction: Fuel Truck Parking

Drake:

The pictures and PDF letter is sufficient to close-out this 139 item of correction. I will show it closed as of today.

Please keep a record of this e-mail. When all items of correction have been closed, I will send a formal, close-out letter.

Thank you,

George Aiken  
Safety and Standards  
FAA, Western-Pacific Region  
(310) 725-3635

**From:** Drake Poston <[Drake.Poston@flysfo.com](mailto:Drake.Poston@flysfo.com)>  
**To:** AWP-620, Safety & Standards  
**Cc:** George Aiken/AWP/FAA@FAA,  
Henry Thompson <[Henry.Thompson@flysfo.com](mailto:Henry.Thompson@flysfo.com)>, Jeff Littlefield <[Jeff.Littlefield@flysfo.com](mailto:Jeff.Littlefield@flysfo.com)>  
**Date:** 05/14/2012 03:02 PM  
**Subject:**

---

George:

Please find the attached letter and photo files depicting the completion of the changes to the Fuel truck parking & hazardous materials storage at Plot 50. This serves as notification of compliance with the associated item from your 2012 Letter of correction.

Please let me know if you have any questions or if you need any additional information in order to close out this item.

Thank you

R. Drake Poston  
Manager, Operations Services - Airfield  
San Francisco International Airport  
(650)821-3348

[attachment "Plot 50 004A.jpg" deleted by George Aiken/AWP/FAA] [attachment "Plot 50 005A.jpg" deleted by George Aiken/AWP/FAA] [attachment "Plot 50 006A.jpg" deleted by George Aiken/AWP/FAA] [attachment "Plot 50 007A.jpg" deleted by George Aiken/AWP/FAA]

George Aiken/AWP/FAA] [attachment "Plot 50 008A.jpg" deleted by George Aiken/AWP/FAA] [attachment "Plot 50 009A.jpg" deleted by George Aiken/AWP/FAA] [attachment "Cert 2012 - Item1.PDF" deleted by George Aiken/AWP/FAA]



San Francisco International Airport

March 28, 2012

George Aiken  
Airport Certification Safety Inspector  
Airports Division  
PO Box 92007  
Los Angeles, CA 90009

Dear Mr. Aiken:

This letter is in response to your inquiries regarding a reported vehicle deviation at San Francisco International Airport, reference file number 2012WP800021.

While your letter referenced an event occurring on February 15, 2012 our records show the incident actually occurred at approximately 1907 hours local on February 14, 2012. The below information addresses your specific inquiries:

**1. A description of the circumstances that resulted in the vehicle/pedestrian deviation.**

ATCT reported to Airfield Operations a 'Procedural Error' on United 88, a maintenance aircraft under tow from Gate F88 to the United Maintenance Operations Center (MOC) "west" gate at approximately 1903hrs. ATCT could not identify the type of aircraft involved in the incident.

ATCT audio for the event shows United 88 was instructed to hold short at Spot 12 near TWY S. The aircraft failed to hold at Spot 12 and ATCT Ground subsequently stopped it short of TWY S2. The aircraft passed west of RWY 28L without authorization. ATCT reported a 'Procedural Error' only, with no loss of separation, no aircraft "go around," and no runway incursion or deviation.

The tug driver has since been identified as Mr. Ed Cresse, a United Airlines employee.

**2. Was the vehicle/pedestrian authorized to be on the movement area?**

Yes, Mr. Cresse has a current AOA authorized Airport badge with the appropriate Movement Area Training.

**3. Did the airport authority or tenant provide ground vehicle training?**

Yes, Mr. Cresse received and passed his recurrent Movement Area Training on January 13, 2012. United Airlines also provides in-house training.

**4. What date did the vehicle driver complete training?**

Mr. Cresse received and passed his recurrent Movement Area Training on January 13, 2012.

AIRPORT COMMISSION - CITY AND COUNTY OF SAN FRANCISCO

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5. **Did your investigation find that airport procedures need to be revised to prevent future vehicle deviations?**

No. Mr. Cresse received all the proper training, had authorized access, and was trained by his employer, United Airlines. All markings, signage and lighting were visible, met FAA standards, and were in good working condition.

6. **Was the vehicle driver/pedestrian familiar with the airport and Air Traffic Control procedures?**

Yes. Mr. Cresse has been employed by United since 1987. For additional questions regarding Mr. Cresse and his company in-house training, you may contact his Supervisor, Gary Rammel, at (650) 634-5357.

7. **Did unlocked or open gates, inadequate fencing, signs, marking, lighting, weather, or construction contribute to the vehicle/pedestrian deviation?**

There was no construction activity at the time of the incident. Once the incident was reported to Airfield Operations, a thorough inspection of the adjacent movement area was conducted with no discrepancies observed. All signage, markings and lighting were visible and operational.

8. **What actions, if any, have been taken or are planned by the airport authority and/or tenant to prevent a similar deviation?**

United Airlines has suspended Mr. Cresse's authority to tow aircraft, pending recurrent training through both their own internal trainers and SFO Airport Operations.

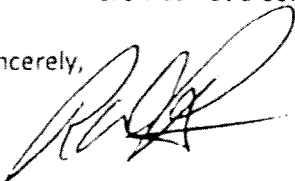
9. **What enforcement or remedial actions did the airport authority and/or tenant employer initiate against the vehicle driver/pedestrian?**

Same answer as question No. 9 above.

10. **Was there a Construction Safety Plan in effect and was the vehicle driver/pedestrian trained under that plan?**

There was not a Construction Safety Plan in effect.

Sincerely,



Drake Poston  
Superintendent  
Airfield Operation



U.S. Department of Transportation  
Federal Aviation Administration

Western Pacific Region  
American Samoa, Arizona, California,  
Guam, Hawaii, Nevada

Airports Division  
P.O. Box 92007  
Los Angeles, California 90009

CERTIFIED MAIL

March 19, 2012

File Number: 2012WP800021

Drake Poston  
Manager, Airfield Operations  
San Francisco International Airport  
PO Box 8097  
San Francisco, CA 94128

Dear Mr. Poston:

San Francisco International Airport  
San Francisco, CA  
Letter of Investigation – Vehicle Deviation

This letter is in reference to a reported vehicle deviation that occurred at your airport on February 15, 2012. Information reported to our office indicates that UAL 88 was being towed from the terminal to the United Airlines maintenance facility. The vehicle operator failed to follow Air Traffic Control instructions to hold at Spot 12, and penetrated the 28L runway safety area, while an aircraft was departing.

This letter is to inform you that this incident is under investigation by the Federal Aviation Administration. We offer you an opportunity to submit a written statement on this matter. If you desire to do this, you should submit the statement, postmarked within 10 days following receipt of this letter. Your statement should contain all pertinent facts and any extenuating or mitigating circumstances that you feel might have a bearing on this incident from an airport-related viewpoint.

Specifically, we request that your letter include the following applicable information:

1. A description of the circumstances that resulted in the vehicle/pedestrian deviation.
2. Was the vehicle/pedestrian authorized to be on the movement area?
3. Did the airport authority or tenant provide ground vehicle training?
4. What date did the vehicle driver complete training?
5. Did your investigation find that airport procedures need to be revised to prevent future vehicle deviations?
6. Was the vehicle driver/pedestrian familiar with the airport and Air Traffic Control procedures?

7. Did unlocked or open gates, inadequate fencing, signs, marking, lighting, weather, or construction contribute to the vehicle/pedestrian deviation?
8. What actions, if any, have been taken or are planned by the airport authority and/or tenant to prevent a similar deviation?
9. What enforcement or remedial actions did the airport authority and/or tenant employer initiate against the vehicle driver/pedestrian?
10. Was there a Construction Safety Plan in effect and was the vehicle driver/pedestrian trained under that plan?

If we do not hear from you within the specified time, our report on this matter will be processed for action without the benefit of your statement.

Sincerely,



George Aiken  
Airport Certification Safety Inspector





San Francisco International Airport

July 11, 2012

Mr. George Aiken  
Airport Certification Safety Inspector  
Western Pacific Region Airports Division  
Federal Aviation Administration  
15000 Aviation Blvd.  
Lawndale, CA 90261

SUBJECT: SFIA Annual Certification Inspection 2012 Letter of Correction

This letter is to advise your office that the second discrepancy cited in your April 20, 2012 Letter of Correction pertaining to 139.327 (c) (2) – Self-inspection program has been corrected. As discussed and presented to you in our July 10, 2012 meeting, Airfield Operations personnel training records now clearly reflect a description of the six subject areas stipulated in 139.327 (b) (3) and (4), along with each associated training date. Training records from April 2011 to the present time are now documented in this approved format, and San Francisco International Airport will be compliant with the 24 consecutive calendar months training record requirement during the 2013 periodic airport certification inspection.

The Airport Operations Division will continue to advise the Certification Safety Inspector and FAA Airport District Office in writing when a discrepancy is corrected, within 15 days of its completion date. Please feel free to contact my office at (650) 821-3348, should you have any questions.

Very truly yours,

R. Drake Poston  
Manager, Airfield Operations

Cc: Tryg McCoy  
Jeff Littlefield  
Henry Thompson

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

EDWIN M. LEE  
MAYOR

LARRY MAZZOLA  
PRESIDENT

LINDA S. CRAYTON  
VICE PRESIDENT

ELEANOR JOHNS

RICHARD J. GUGGENHIME

PETER A. STERN

JOHN L. MARTIN  
AIRPORT DIRECTOR

Post Office Box 8097 San Francisco, California 94129 TEL 415 398 6000 FAX 415 398 6001

*-File*



San Francisco International Airport

May 14, 2012

Mr. George Aiken  
Airport Certification Safety Inspector  
Western Pacific Region Airports Division  
Federal Aviation Administration  
15000 Aviation Blvd.  
Lawndale, CA 90261

SUBJECT: SFIA Annual Certification Inspection 2012 Letter of Correction

This letter is to advise your office that the April 20, 2012 violation to 139.321 (b) (5) – Handling and storing of hazardous substances and materials regarding equipment congestion surrounding a fuel tanker has been corrected on April 30, 2012. Two ten-foot lanes have been established with k-rail barriers on both sides of the Total Air Services fuel truck parked at Plot 50. The stored petroleum barrels have been relocated away from the vehicle, and "Keep Clear" markings along with diagonal hash markings are now installed to ensure clear ARFF access in compliance with NFPA 407 .

The Airport Operations Division will continue to advise the Certification Safety Inspector and FAA Airport District Office in writing when a discrepancy is corrected, within 15 days of its completion date.

Please feel free to contact my office at (650) 821-3348, should you have any questions.

Very truly yours,

A handwritten signature in black ink, appearing to read "R. Drake Poston", is written over a horizontal line.

R. Drake Poston  
Manager, Airfield Operations

Cc: Tryg McCoy  
Jeff Littlefield  
Henry Thompson

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

EDWIN M. LEE  
MAYOR

LARRY MAZZOLA  
PRESIDENT

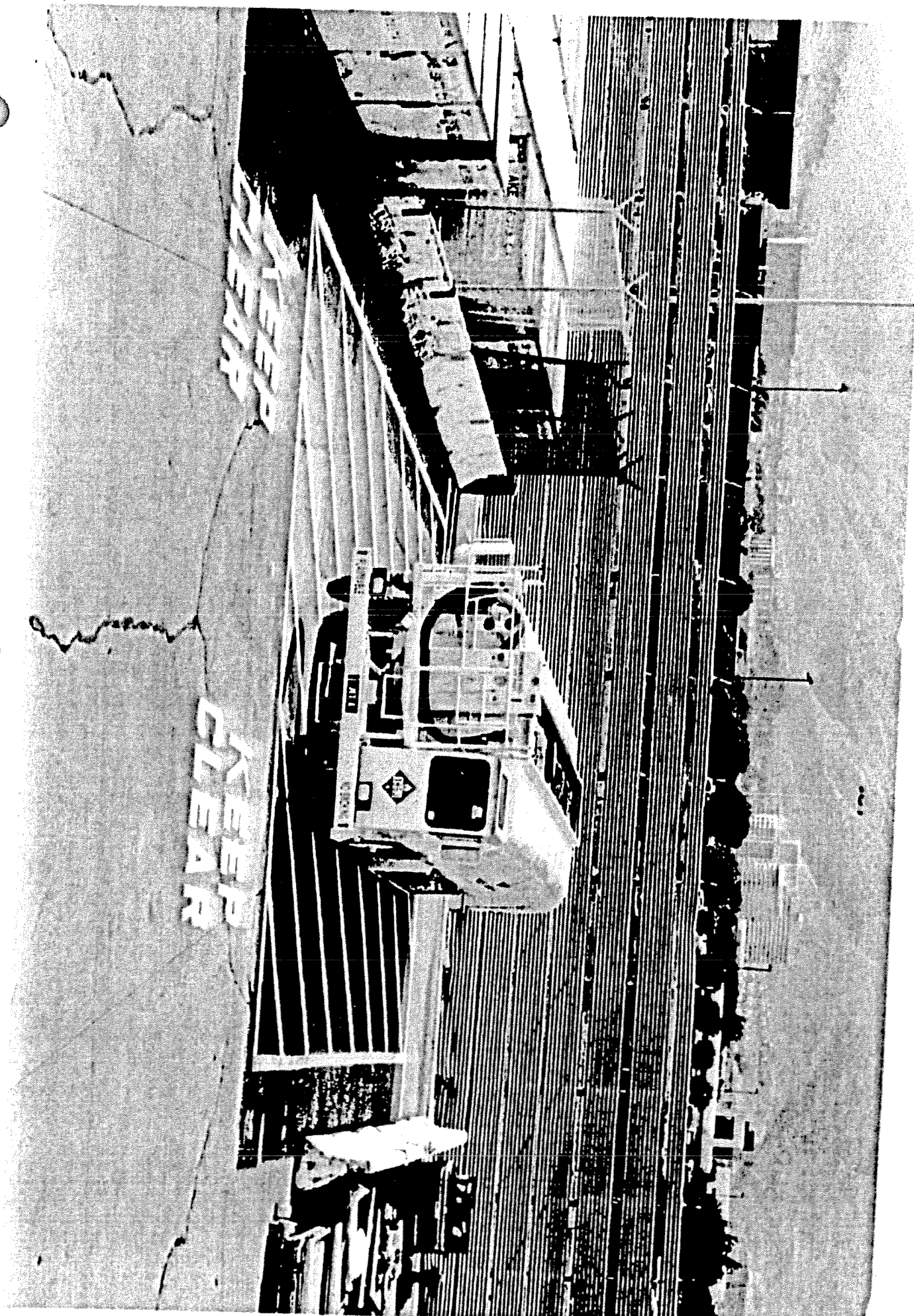
LINDA S. CRAYTON  
VICE PRESIDENT

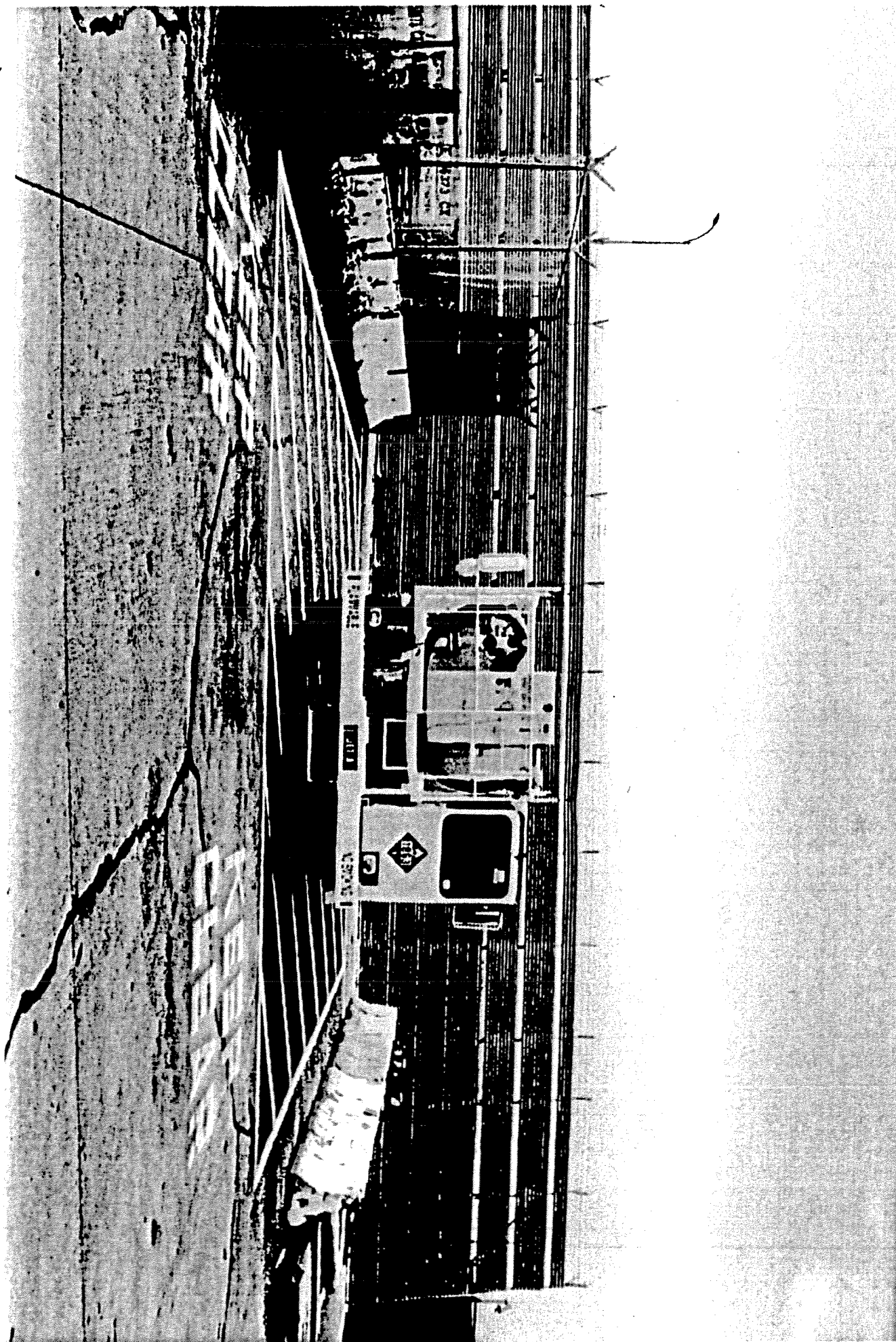
ELEANOR JOHNS

RICHARD J. GUGGENHIME

PETER A. STERN

JOHN L. MARTIN  
AIRPORT DIRECTOR







U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
Airports Division

P. O. Box 92007  
Los Angeles, CA 90009-2007

May 17, 2013

**CERTIFIED MAIL**

Mr. Jeff Littlefield  
Deputy Director of Operations  
San Francisco International Airport  
PO Box 8097  
San Francisco, CA 94128

Dear Mr. Littlefield:

**San Francisco International Airport  
San Francisco, CA  
Letter of Correction**

A periodic airport certification inspection of San Francisco International Airport (SFO) was concluded on April 19, 2013. The inspection was conducted to determine the airport's compliance with Title 14 CFR Part 139 (FAR 139), the Airport Certification Manual (ACM) and the Airport Operating Certificate. The inspection revealed that SFO is not in compliance with all of the requirements of FAR 139. The following discrepancies were noted during the inspection:

**Item one: 139.311 (b) (1): Markings, signs and lighting:**

Each certificate holder must establish and maintain sign systems for air carrier operations on the airport that are authorized by the Administrator....

A sign array located west of Taxiway S, on Taxiway Z includes a direction sign and arrow for Taxiway R. Because Taxiway R does not exist, south of Runway 10R-28L, there should be no reference to Taxiway R, south of Runway 10R-28L on any taxiway sign array or on surface painted signage. All signage referring to Taxiway R, south of Runway 10R-28L must be removed.

**Item to be corrected by: December 1, 2013**

**Item two: 139.311 (c) (2) (i), Lighting**

Each certificate holder must provide and maintain lighting systems for air carrier operations when the airport is open at night.... These lighting systems must be authorized by the Administrator....

Taxiway centerline lighting was observed along the lead-on/lead-off line from Taxiway T to Taxiway B. This lighting currently illuminates the taxi-path for aircraft exiting the runway and



entering the runway via Taxiway T. All taxiway centerline lighting, in the reverse direction, leading from Taxiway B onto Runway 10R-28L, via Taxiway T should be taken out of service.

**Item to be corrected by: December 1, 2013**

**Item three: 139.311 (d), Maintenance**

Each certificate holder must properly maintain each marking ... installed and operated on the airport. As used in this section, to "properly maintain" includes cleaning, replacing or repairing any faded, missing, or nonfunctional item; keeping each item unobscured and clearly visible; and ensuring that each item provides an accurate reference to the user.

The Runway Edge Marking for Runway 10R-28L, along the south edge of the runway, at the intersection with Taxiway T was observed to be in poor condition and lacking reflectivity. The marking must be repainted, or cleaned to restore conspicuity, by the correction due date.

We have given consideration to all available facts and conclude that these discrepancies of FAR 139 do not warrant legal enforcement. In lieu of such action we are issuing this letter, which will be made a matter of record. We will expect your future compliance with the regulations. Please provide written notification when the unresolved discrepancies are corrected.

Should you have any questions or comments regarding the inspection, please feel free to contact me at (310) 725-3635 or via e-mail at [george.aiken@faa.gov](mailto:george.aiken@faa.gov).

Sincerely,

Original Signed By

George Aiken  
Airport Certification Safety Inspector

cc: D. Poston

**RECOMMENDATION / COMMENTS**  
**AIRPORT CERTIFICATION INSPECTION**  
**San Francisco International Airport**  
**April 19, 2013**

1. Taxiway Designation Convention Standards: The current system of taxiway designations in use on the airfield at SFO is not consistent with FAA naming convention standards. In addition, when the non-standard system is considered along with the complex taxiway environment in existence at SFO, an increased potential for pilot deviations may exist on the airfield.

Recommend that the airport create a new naming convention for taxiways at SFO to bring them into compliance with Engineering Brief 89, dated March 29, 2012.

2. Taxiway geometry: There are taxiways on the airfield at SFO that create a complex, possibly confusing environment for aviation users. Specifically, the following items should be studied to determine if a suitable, standard taxiway configuration could replace, or be added to the airfield:
  - a. Taxiway S, between Runway 10R and Taxiway S-2
  - b. Taxiway S, between Runway 10L and Taxiway Z.
  - c. Taxiway U, between Runways 10R and 10L
  - d. Taxiway S-2: add taxiway pavement linking S-2 to Taxiway R.
  - e. Taxiway R, between Runway 10L and C (relocate west to align with Taxiway R, between the runways)
  - f. Taxiway S-1 (eliminate the intersection now that the 10R runway end has been moved further west.

The airport should work with FAA Air Traffic Control to eliminate non-standard and/or complex airfield taxiway layout at SFO, while providing taxiway options that allow for efficient aircraft movement on the airfield.



U.S. Department  
of Transportation  
Federal Aviation  
Administration

Western-Pacific Region  
Airports Division

P. O. Box 92007  
Los Angeles, CA 90009-2007

March 11, 2013

Mr. Jeff Littlefield  
Deputy Director of Operations  
San Francisco International Airport  
PO Box 8097  
San Francisco, CA 94128

Dear Mr. Littlefield:

San Francisco International Airport  
San Francisco, CA  
Scheduled Periodic Certification Inspection

The periodic certification inspection of San Francisco International Airport (SFO) is scheduled for April 15-19, 2013. The inspection will consist of a review of the records required by 14 CFR Part 139, inspection of the movement areas during daylight and darkness, inspection of the aircraft rescue and firefighting apparatus including a timed response drill, inspection of the fueling agent facilities and equipment, and a brief visit to the Air Traffic Control Tower. The following information and records will be examined during the inspection:

1. The number of based aircraft, for the Airport Master Record, and the number of aircraft operations in each category from Air Traffic Control Tower reports for the past 12 months. A copy of the Airport Master Record Form 5010 is enclosed. Please review this document and make any necessary updates or corrections.
2. Training curriculum and training records for personnel who have access to movement areas and safety areas, and perform duties in compliance with the requirements of 14 CFR Part 139 and the Airport Certification Manual. The training records must include initial training and recurrent training addressing specific training requirements contained in 14 CFR Part 139.303, 139.319, 139.321, 139.327, 139.329, and 139.337, as applicable. The recurrent training is required to have occurred within the preceding 12 consecutive calendar months and records shall be maintained for 24 consecutive calendar months.
3. Inspection records of fueling agent physical facilities conducted at least once every 3 consecutive calendar months for the previous 12 consecutive calendar months.



4. Written confirmation of training from each fueling agent, dated within the preceding 12 months. This documentation must be held by the airport.
5. Certification of training for the fueling supervisor of each fueling agent on the airport. This training must have been completed within the preceding 24 consecutive calendar months, and the record of the training must be available on the fueling agent premises.
6. Records of at least on-the-job training provided by the fueling supervisor to other employees of each fueling agent who handle fuel. This training must have been completed within the preceding 24 consecutive calendar months, and the record of the training must be available on the fueling agent premises.
7. Documentation of the most recent review of the Airport Emergency Plan. This review must have been accomplished within the preceding 12 consecutive calendar months.
8. For Class I airports, documentation of the last full-scale exercise of the Airport Emergency Plan. This exercise must have been accomplished within the preceding 36 consecutive calendar months.
9. Records of airport self-inspections required by 139.327 for the previous 12 consecutive calendar months, including corrective actions taken.
10. Training curriculum and training records for other personnel who operate ground vehicles in the movement areas or safety areas and who not covered by item 2 above.
11. Records of accidents or incidents in movement areas involving air carrier aircraft, ground vehicles, or pedestrians that have occurred within the preceding 12 consecutive calendar months.
12. A record of each dissemination of airport conditions for the preceding 12 consecutive calendar months. This is typically the use of a NOTAM system.

## AIRPORT MASTER RECORD

>1 ASSOC CITY: 4 STATE: LOC ID: FAA SITE NR:  
>2 AIRPORT NAME: 5 COUNTY:  
>3 CBO TO AIRPORT (NM): 6 REGION/ADO: 7 SECT AERO CHT:

## GENERAL

>10 OWNERSHIP:  
>11 OWNER:  
>12 ADDRESS:  
  
>13 PHONE NR:  
>14 MANAGER:  
>15 ADDRESS:  
  
>16 PHONE NR:  
>17 ATTENDANCE SCHEDULE:  
MONTHS DAYS HOURS

## SERVICES

>70 FUEL:  
  
>71 AIRFRAME RPRS:  
>72 PWR PLANT RPRS:  
>73 BOTTLE OXYGEN:  
>74 BULK OXYGEN:  
75 TSNT STORAGE:  
76 OTHER SERVICES:

## BASED AIRCRAFT

90 SINGLE ENG:  
91 MULTI ENG:  
92 JET:  
TOTAL  
  
93 HELICOPTERS:  
94 GLIDERS:  
95 MILITARY:  
96 ULTRA-LIGHTS:

## FACILITIES

18 AIRPORT USE:  
19 ARPT LAT:  
20 ARPT LONG:  
21 ARPT ELEV:  
22 ACREAGE:  
>23 RIGHT TRAFFIC:  
24 NON-COMM LANDING:  
25 NPIAS/FEDERAL AGREEMENTS:  
26 PART 139 INDEX:

>80 ARPT BCN:  
>81 ARPT LGT SKED:  
>82 UNICOM:  
>83 WIND INDICATOR:  
84 SEGMENTED CIRCLE:  
85 CONTROL TWR:  
86 FSS:  
87 FSS ON ARPT:  
88 FSS PHONE NR:  
89 TOLL FREE NR:

## OPERATIONS

100 AIR CARRIER:  
101 INTENTIONALLY LEFT BLANK:  
102 AIR TAXI:  
103 G A LOCAL:  
104 G A ITNRNT:  
105 MILITARY:  
TOTAL

OPERATIONS FOR 12  
MONTHS ENDING

## RUNWAY DATA

>30 RUNWAY IDENT:  
>31 LENGTH:  
>32 WIDTH:  
33 SURF TYPE-COND:  
34 SURF TREATMENT:  
35 GROSS WT: S  
36 (IN THSDS) D  
37 2D  
38 2D/2D2  
39 PCN:

10R/28L

## LIGHTING/APCH AIDS

>40 EDGE INTENSITY:  
>42 RWY MARK TYPE-COND:  
>43 VGS:  
44 THR CROSSING HGT:  
45 VISUAL GLIDE ANGLE:  
>46 CNTRLN-TDZ:  
>47 RVR-RVV:  
>48 REIL:  
>49 APCH LIGHTS:

## OBSTRUCTION DATA

50 PART 77 CATEGORY:  
>51 DISPLACD THLD  
>52 CTLG OBSTN:  
>53 OBSTN MARKED/LGTD:  
>54 HGT ABOVE RWY END:  
>55 DIST FROM RWY END:  
56 CNTRLN OFFSET:  
57 OBSTN CLNC SLOPE:  
58 CLOSE-IN OBSTN:

## DECLARED DISTANCES

>60 TAKE OFF RUN AVBL (TORA)  
>61 TAKE OFF DIST AVBL (TODA)  
>62 ACLT STOP DIST AVBL (ASDA)  
>63 LNDG DIST AVBL (LDA)

11,381 / 11,381  
11,381 / 11,381  
10,704 / 10,981  
10,704 / 10,981

> ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY>

## &gt;110 REMARKS

Updated declared distances for 10R/28L

*Jim Chin*

**Paperwork Reduction Act Statement:**

The information collected on this form is necessary because it is the description of the physical and operational characteristics of the airport that will be on file with the FAA. The information will be maintained in FAA computers for record keeping purposes and used in airspace studies. Some of the information on this form is critical to aviation safety and will be published in flight information handbooks and charts for pilot use. The burden associated with completing this form is estimated to be 2 hours. Providing this information is mandatory if the proponent wishes to have the airport on file with the FAA and entered into the National Airspace System. No assurances of confidentiality are given. An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control number associated with this collection is 2120-0015. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, AIO-20

File  
FAA

San Francisco International Airport

February 20, 2013

Mr. George Aiken  
Airport Certification Safety Inspector  
Western Pacific Region Airports Division  
Federal Aviation Administration  
15000 Aviation Blvd.  
Lawndale, CA 90261

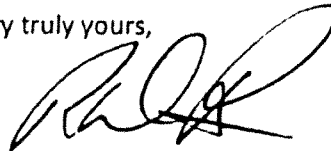
SUBJECT: Non-Standard Pavement Markings Removal

This letter is to advise your office that the Taxiway Charlie helipad markings have been removed (grinded out) on February 13, 2013. The associated Modification of Standards (MOS) request initiated by San Francisco International Airport has also been cancelled.

Please note that the non-standard markings located at the Runway 19L engine run up area (Taxiway E/Runway 19L intersection) will be permanently removed during the Runway 01R-19L and Runway 01L-19R Runway Safety Area construction work scheduled for Spring 2014.

If you have any questions, please feel free to contact me at (650) 821-3348. Thank you for your attention.

Very truly yours,



R. Drake Poston  
Manager, Airfield Operations

Cc: Jeff Littlefield  
Henry Thompson  
Rob Forester

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

EDWIN M. LEE  
MAYOR

LARRY MAZZOLA  
PRESIDENT

LINDA S. CRAYTON  
VICE PRESIDENT

ELEANOR JOHNS

RICHARD J. GUGGENHIME

PETER A. STERN

JOHN L. MARTIN  
AIRPORT DIRECTOR



San Francisco International Airport

June 21, 2013

Mr. George Aiken  
Airport Certification Safety Inspector  
Western Pacific Region Airports Division  
Federal Aviation Administration  
15000 Aviation Blvd.  
Lawndale, CA 90261

SUBJECT: SFIA Annual Certification Inspection 2013 Letter of Correction

Dear Mr. Aiken,

This letter is to advise your office that the May 17, 2013 Letter of Correction to 139.311 (c) (2) (i) Lighting) mandating that Taxiway T (Tango) centerline lights remain operational in only one direction, leading off Runway 10R-28L, has been corrected on May 30, 2013. The bi-directional centerline light fixtures located on Taxiway T between Runway 10R-28L and Taxiway B (Bravo) have been replaced with omni-directional light fixtures.

The Airport Operations Division will continue to advise the Certification Safety Inspector and FAA Airport District Office in writing when a discrepancy is corrected, within 15 days of its completion date.

Please feel free to contact my office at (650) 821-3348, should you have any questions.

Very truly yours,

R. Drake Poston  
Manager, Airfield Operations

Cc: Jeff Littlefield  
Henry Thompson  
Rob Forester

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

EDWIN M. LEE  
MAYOR

LARRY MAZZOLA  
PRESIDENT

LINDA S. CRAYTON  
VICE PRESIDENT

ELEANOR JOHNS

RICHARD J. GUGGENHIME

PETER A. STERN

JOHN L. MARTIN  
AIRPORT DIRECTOR



San Francisco International Airport

July 29, 2013

Mr. George Aiken  
Airport Certification Safety Inspector  
Western Pacific Region Airports Division  
Federal Aviation Administration  
15000 Aviation Blvd.  
Lawndale, CA 90261

SUBJECT: SFIA Annual Certification Inspection 2013 Letter of Correction

This letter is an update to your May 17, 2013 Letter of Correction referencing 139.311 (d) Maintenance: "The Runway Edge Marking for Runway 10R-28L, along the south edge of the runway, at the intersection with Taxiway T was observed to be in poor condition....," The north and south Runway 10R-28L edge lines were repainted, along with the application of reflective beads, on July 27, 2013.

The Airport Operations Division will continue to advise the Certification Safety Inspector and FAA Airport District Office in writing when a discrepancy is corrected, within 15 days of its completion date. Please feel free to contact my office at (650) 821-3348, should you have any questions.

Very truly yours,

R. Drake Poston  
Manager, Airfield Operations

Cc: Jeff Littlefield  
Henry Thompson  
Rob Forester

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

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AIRPORT DIRECTOR



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
Airports Division

P. O. Box 92007  
Los Angeles, CA 90009-2007

October 2, 2013

File Number: 2013WP810033

Mr. Jeff Littlefield  
Deputy Director of Operations and Security  
San Francisco International Airport  
PO Box 8097  
San Francisco, CA 94128

Dear Mr. Littlefield:

**San Francisco International Airport  
San Francisco, California  
Closing of Investigation  
14 CFR Part 139**

On May 22, 2013, you were advised that the Federal Aviation Administration was investigating a vehicle deviation, involving Mobile 233, an Airport Operations vehicle entering Runway 1L-19R without a clearance from FAA Air Traffic Control, causing United 742, a departing B-757 to reject its takeoff.

This letter is to inform you that our investigation of this incident has not established a violation of 14 CFR Part 139. You may consider this matter closed.

Sincerely,

Original signed by

George Aiken  
Airport Certification/Safety Inspector

Enclosures:  
FAA Form 8020-24  
FAA Form 8020-19



PRELIMINARY  
VEHICLE OR PEDESTRIAN DEVIATION REPORT (ATQA)

Incident Report Number

V W P T S F O 1 3 0 0 1

Air Traffic Control should complete this form after observing a vehicle or pedestrian deviation (V/PD) or receiving a report of one. Complete and distribute according to the instructions on page 3. Unless computer generated, complete the form by hand or typewriter.

1. Date, Time, and Location of Deviation:

A. Date (Coordinated Universal Time-UTC)

0 5 1 4 1 3

M M D D Y Y

B. UTC Time

1 4 3 4

C. Local Time

0 7 3 4

D. Airport ID at Surface Deviation Location

S F O

E. Nearest City or Town and State:

SAN FRANCISCO CA

2. Type of Deviation (Mark one):

A. ☒ Vehicle (excludes bicycles; includes aircraft being repositioned; complete remainder of form, except Item 14).

B. ☐ Pedestrian (includes bicycles; complete items 5 to 11, and 14 to 22).

3. If there was Loss of Separation (mark one):

A. ☒ Yes, Closest Proximity Was

1. Horizontal 9999 Feet

2. Vertical \_\_\_\_\_ Feet

B. ☐ No

4. Vehicle Information (Report bicycles in Item 6):

A. Type (Mark one):

1. ☐ Tug
2. ☐ Baggage or Cargo Truck
3. ☐ Fuel Truck
4. ☐ Aircraft Being Relocated by Non-Pilot
5. ☐ Snow Removal Equipment
6. ☐ Mower
7. ☐ Construction Equipment
8. ☐ Motorcycle
9. ☒ Car (includes sport-utility vehicles)
10. ☐ Other Trucks (includes buses, Vans, etc.)
11. ☐ Other Specify \_\_\_\_\_

B. License/Trail No \_\_\_\_\_

C. State of License CA

D. Call Sign (if applicable) MOBILE 233

E. Make \_\_\_\_\_

F. Model \_\_\_\_\_

G. If Vehicle Was Escorted, Specify: \_\_\_\_\_

5. Surface Detection Equipment:

A. ☐ No Surface Detection Equipment at the Airport (Skip to Item 6)

B. Equipment Was Operational

(1) ☐ Yes (2) ☐ No (3) ☐ Unknown

C. Equipment Was On

(1) ☐ Yes (2) ☐ No (3) ☐ Unknown

D. Movement Was Detected by Equipment ASDE/AMASS Only

(1) ☐ Yes (2) ☐ No (3) ☐ Unknown

E. There Was an Alert

(1) ☐ Yes (2) ☐ No (3) ☐ Unknown

F. There Was a Response to Alert

(1) ☐ Yes (2) ☐ No (3) ☐ Unknown

6. Environmental Conditions (mark appropriate boxes):

A. ☐ Clear

B. ☐ Cloudy Day

C. ☐ Rain (☐ Light/Moderate (☐ Heavy)

D. ☐ Thunderstorm

E. ☐ Snowing (☐ Light/Moderate (☐ Heavy)

F. ☐ Freezing Rain

G. ☐ Fog

H. ☐ Snow on Pavement

I. ☐ Slush

J. ☐ Other, Specify: \_\_\_\_\_

K. ☐ Prevailing Visibility \_\_\_\_\_ (Statute Miles)

☐ Runway Visual Range \_\_\_\_\_ (Feet)

☐ Runway Visibility Value \_\_\_\_\_ (Statute Miles)

L. ☐ Temperature \_\_\_\_\_ Fahrenheit

M. ☐ Ceiling \_\_\_\_\_ Feet

7. Deviation Occurred on the following Movement Area(s) (mark appropriate boxes, describe pertinent non-movement areas in Item 10):

A. ☒ Runway, Specify: R01L

B. ☐ Taxiway, Specify: \_\_\_\_\_

C. ☐ Intersection, Specify: \_\_\_\_\_

D. ☒ Other Areas, Specify: BTWN 28L/R

8. A Clearance Was Issued or Amended to Preclude a Loss of Separation or Collision Hazard (mark one):

A. ☐ Yes, Specify: \_\_\_\_\_

B. ☒ No

9. Did Pilot, Driver, or Pedestrian Take or Request an Evasive Action to Avoid a Collision Hazard (mark one):

A. ☒ Yes, Specify: \_\_\_\_\_

B. ☐ No

C. ☐ Unknown

10. Description of Deviation and Comments:





PRELIMINARY  
VEHICLE OR PEDESTRIAN DEVIATION REPORT (ATQA)

Incident Report Number

V W P T S F O 1 3 0 0 1

11. A piloted Aircraft Was Operating on the Runway When the V/PD Occurred  
(mark appropriate boxes):

A ☒ Yes (complete items 11C through 11H)

B ☐ No (Skip to item 12)

C Make: BOEING

D Model: B-757

E Flight Number or Call sign (if applicable): UAL742

F Registration (N) Number

Registration Number: [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ]

G Pilot's Name: MCKIBBIN

H ☐ Pilot accepted LAHSO Clearance

12. Vehicle Equipment and Communication with ATC (mark one):

A ☐ No Communication Equipment

B ☐ 2-way Radio Used

C ☐ Telephone Used

D ☐ Headlights Flashed

E ☐ Flashing Lights Operating on Vehicle

F ☐ Flag Flown

G ☐ Equipment Not Operational, Specify Equipment

H ☐ Vehicle's Equipment Unknown

I ☐ Communication Difficulty With ATC, Specify Equipment

J ☐ Unable to Start Vehicle

K ☒ Other, Specify: \*See Appendix\*

13. Driver Information:

A Name:

B Employed By:

1. ☐ Airline

2. ☐ Airport Employee

3. ☐ Airport Tenant

4. ☐ Airport Contractor

5. ☐ FAA

6. ☐ Military Branch

7. ☐ Other Government

8. ☐ Airline Passenger

9. ☐ Airport Visitor

10. ☐ Taxi/Limo Service

11. ☐ General Aviation

12. ☐ Unknown

13. ☐ Other Specify

C. Employer Name and Address, (if applicable):

14. Pedestrian Information (includes bicycles):

A Name:

B Employed By:

1. ☐ Airline

2. ☐ Airport Employee

3. ☐ Airport Tenant

4. ☐ Airport Contractor

5. ☐ FAA

6. ☐ Military Branch

7. ☐ Other Government

8. ☐ Airline Passenger

9. ☐ Airport Visitor

10. ☐ Taxi/Limo Service

11. ☐ General Aviation

12. ☐ Unknown

13. ☐ Other Specify

C. Employer Name and Address, (if applicable):

15. Deviation Area Was Visible From the Tower  
(mark one):

A ☒ Yes

B ☐ No

C ☐ Partially, Specify:

16. Deviation First Detected By (mark one):

A. Tower Personnel Observation of

1. ☐ Movement Area

2. ☐ Airport Surface Detection  
Equipment (ASDE)

B ☐ ASDE with Airport Movement Area  
Safety System (AMASS)

C ☐ Airport Security

D ☒ Public, Including Pilot

E ☐ Other, Specify

17. Movement Area Had (mark appropriate boxes):

A ☐ Recent Runway or Taxiway  
Configuration Changes

B ☒ Construction Activity

C ☐ Portion Closed by Notice to Airmen  
Specify closed area

D ☐ Other, Specify

E ☐ None of the Above

18. Attachment(s):

A ☒ Airport Diagram (REQUIRED)

B ☐ Others, Specify

19. Airport Management Notified of Deviation:

A. Airport Manager's Name

B. Local Date

Local Date: [ ] [ ] [ ] [ ] [ ] [ ]  
M M D D Y Y

C. Local Time

Local Time: [ ] [ ] [ ] [ ]

20. Name of Individual Completing Form:

A Name (type or print)

MARK L PAWLOWSKI

B. Telephone Number

( 425 ) - 917 - 6642



PRELIMINARY  
VEHICLE OR PEDESTRIAN DEVIATION REPORT (ATQA)

Incident Report Number

V W P T S F O 1 3 0 0 1

21. Facility Manager Approving Form:

A. Signature:

B. Name: MICHAEL R MEIGS

TYPE or PRINT

C. Local Date:

\_\_\_\_\_  
M M D D Y Y

22. Report Distributed To:

A. ☒ A ☐ FAA Region

B. Division Offices:

- ☐ Airports  
☐ Air Traffic  
☐ Flight Standards (only if 11A is checked)

C. Others:

- ☐ Airport Manager  
☐ AAS-300  
☐ System Safety Investigations  
☐ Acquisition and Business Services, Technical Services Program  
☐ System Safety, Runway Operational Safety and Operational Services  
☐ \_\_\_\_\_

INSTRUCTIONS

I. General

The incident report number and Items 1 to 10 of FAA Form 8020-24 must be completed and information transmitted or arrangements made to transmit it in numerical order within 3 hours of the detection of a V/PD. Transmit by: (1) telephone, facsimile, or in accordance with regional agreement to the Airports Division Office with jurisdiction over the area in which the V/PD occurred, and (2) by facsimile or National Airspace Data Interchange Network (NADIN) message using immediate (DD) precedence to FAA headquarters and others. If the V/PD is significant (e.g., involving air carriers, air taxis, or prominent persons), the above information should be communicated immediately by telephone to FAA headquarters. The form must be completed and mailed by first class mail within 10 calendar days of the V/PD. The definition of a V/PD and instructions on distribution of FAA Form 8020-24 are in FAA Order 8020.16, "Air Traffic Organization Aircraft Accident and Incident Notification, Investigation, and Reporting." A V/PD that leads to an accident should also be reported as a V/PD using this form. If more than one vehicle or pedestrian was involved, file a single report based on the first vehicle or pedestrian involved in the deviation. Describe the other participants in Item 10.

If the categories given are inadequate, complete "Other, Specify." Sign and date the form (Item 21) before distribution.

II. Incident Report Number

Each facility completing FAA Form 8020-24 is responsible for assigning a unique 12-character number to each reported V/PD. The first character is V, for V/PD.

The second and third characters are the abbreviation of the FAA region in which the deviation occurred:

AL- Alaskan                      NE- New England  
CE- Central                      NM- Northwest Mountain  
EA- Eastern                      SO- Southern  
GL- Great Lakes                SW- Southwest  
WP- Western-Pacific

The fourth character identifies the type of facility completing the form:

C- ARTCC                      R- TRACON  
F- AFSS or FSS                T- ATCT  
Z- FSDO or Other

For combined TRACON or ATCT operations, use the character for the TRACON or ATCT reporting the V/PD.

The fifth through seventh characters are the facility location identifier (e.g., ZNY). See the latest edition of FAA Order 7350.6.

The eighth and ninth characters are the calendar year in which the V/PD occurred; e.g., 04 for 2004.

The last three characters are the sequential V/PD number for the year by reporting facility; e.g., V/PD###s would be numbered 001 to 999 in 2004 at a given facility.

III. Abbreviations

The following abbreviations are used:

AFSS                      - Automated Flight Service Station  
ARTCC                   - Air Route Traffic Control Center  
ATCT                     - Airport Traffic Control Tower  
FSDO                     - Flight Standards District Office  
FSS                       - Flight Service Station  
TRACON                  - Airport Traffic Control Tower

# INVESTIGATION OF VEHICLE OR PEDESTRIAN DEVIATION REPORT (ATQA)

Incident Report Number

V W P T S F O 1 3 0 0 1

The Airports Division Office will complete this form after receiving FAA Form 8020-24 vehicle or pedestrian (V/DP) report from Air Traffic Control. Complete and distribute according to the instructions on page 2.

## 1. Date, Time, and Location of Deviation:

A. Local Date 0 5 1 4 2 0 1 3  
M M D D Y Y Y Y

B. Local Time 0734

C. Airport ID at Surface Incident Location S F O

## 2. Type of Deviation (Select one):

- A. ☒ Vehicle (excludes bicycles; includes aircraft being repositioned)  
B. ☐ Pedestrian (includes bicycles)  
C. ☐ Mechanic (under aircraft Power)

## 3. Airport Certificated Under Part 139 of FAA Regulations:

- A. ☒ Yes, Specify: Class: I ☒ II ☐ III ☐ IV ☐  
B. ☐ No

## 4. Deviator Was (Mark one):

- A. ☐ Not Authorized to be on the Airfield (Skip to Item 8)  
B. ☒ Authorized to be on the Airfield, but not on the Movement Area  
C. ☐ Authorized to be on the Movement Area  
D. ☐ Unknown (Skip to Line 10)

## 5. Airport Offers Driver Training Program (Mark one):

- A. ☒ Yes  
B. ☐ No  
Driver Completed Airport Training Program  
1. ☒ Yes, When 04/30/2013  
2. ☐ No  
3. ☐ Unknown

## 6. Airport Training or Procedures Contributed to V/DP (Mark all that apply):

- A. ☐ Driver Training Program  
B. ☐ Driver Familiarization  
C. ☐ Airport Operational Procedures

## 7. The Driver or Pedestrian Had Inadequate Knowledge or Experience with (Mark all that apply):

- A. ☐ English Language  
B. ☐ Airport Layout  
C. ☐ Signs, Markings, Signals, or Lighting, Specify:  
D. ☐ ATC Movement Area Procedures  
E. ☐ ATC Terminology or Phraseology  
F. ☐ Unknown  
G. ☐ Other, Specify:  
H. ☒ None of the Above, Driver or Pedestrian Knowledge or Experience Not a Factor

## 8. Facilities, Constructions or Conditions that Contributed to V/DP (Mark all that apply):

- A. ☐ Unlocked or Open Gates  
B. ☐ Inadequate Fence, Specify:  
C. ☐ Signs, Markings, Signals, or Lighting, Specify:  
D. ☐ Conditions Outside Movement Area, Specify (e.g., Weather, Construction)  
E. ☐ Movement Area Conditions, Specify (e.g., Weather, Construction)  
F. ☐ Unknown  
G. ☐ Other, Specify:  
H. ☒ None of the Above, Facilities, Construction, or Conditions Not a Factor

## 9. Investigation Indicated Driver or Pedestrian (Mark all that apply):

- A. ☐ Was Unable to Locate Route  
B. ☒ Was Disoriented or Lost  
C. ☒ Did Not Observe Markings, Signals, or Lighting  
D. ☒ Did Not Follow Movement Area Procedures  
E. ☐ Did Not Follow Route Assigned by ATC  
F. ☐ Did Not Follow Other ATC Instructions Specify:  
G. ☐ Took Inadvertent or Unplanned Actions  
H. ☐ Forgot to Request Clearance  
I. ☐ Believed He/She was Cleared  
J. ☒ Was Distracted, Specify: \*See Appendix\*  
K. ☐ Details not Known to the Inspector  
L. ☐ Other, Specify:

10. Corrections and Additions to FAA Form 8020-24 Specify item number and new information

NONE

11. Description of V/PD and Comments with Recommendations, if any:

SIGNS AND MARKINGS DID NOT MEET STANDARDS AT ACCESS ROAD INTERSECTION WITH RUNWAY 1L. THIS DEFICIENCY WAS NOT CONSIDERED TO HAVE CONTRIBUTED TO THE RUNWAY INCURSION SINCE THE DRIVER TRAVELLED APPROX. 1800 FEET WEST OF THE INTENDED DESTINATION.

SIGNS/MARKINGS AT ALL ACCESS ROAD INTERSECTIONS WITH RUNWAYS HAVE BEEN IMPROVED TO MEET STANDARDS.

12. Attachment(s):

- A. ☒ FAA Form 8020-24 (REQUIRED)  
B. ☐ Other(s), Specify:

13. Action(s) Taken or Planned (Mark all that apply):

- A. ☐ No Part 139 Violations  
B. ☒ Letter of Investigation, Specify Date: 05/22/2013  
C. ☐ Enforcement Action by Airport Operator  
D. ☐ Procedural Changes by Airport Operator (No. 11)  
E. ☐ Airport Capital Development  
F. ☒ Other, Specify: \*See Appendix\* (See No. 11)  
G. ☐ None

14. Investigating Airports Division Office:

Routing Symbol 6 2 0 . 8

18. Report Distributed To:

A. FAA Region A W P

Including Regional Divisional Offices:  
Airports, Terminal Service Areas, and Flight Standards  
(Only if 7A on Form 8020-24 is checked).

Including:  
AAS-300 and ATO-A (IT)

B. Other(s), Specify:

15. Inspector Completing Form:

A. Name GEORGE E AIKEN

B. Signature

C. Date 1 0 0 2 2 0 1 3  
M M D D Y Y Y Y

D. Phone No. 3 1 0 . 7 2 5 . 3 6 3 5

INSTRUCTIONS

With 90 calendar days of the receipt of FAA Form 8020-24, "Preliminary Vehicle or Pedestrian Deviation Report", indicating the occurrence of a V/PD at an airport certified under 14 CFR 139, FAA Form 8020-25 will be completed. The FAA Form 8020-25 must be assigned the same incident report number as the corresponding FAA Form 8020-24. Instructions on distribution of FAA Form 8020-25 are in FAA Order 8020.11, "Aircraft Accident and Incident Notification, Investigation, and Reporting."

The inspector completing the FAA Form 8020-25 will attempt to ensure that all information reported on FAA Form 8020-24 is complete. If any information on FAA Form 8020-24 is incomplete or inaccurate, the inspector will provide additions or corrections to that information, if it becomes known, in item 10.

Complete all items. If the categories given are inadequate, complete "Other, Specify." Sign and date the form (Item 15) before distribution.

**Appendix**

**Report Number : VWPTSFO13001**

**9J. Investigation Indicates Driver or Pedestrian - Was Distracted, Specify**

DRIVER INDICATED SHE LEANED OVER TO PICK UP HER SUNGLASSES.

**13F. Action(s) Taken or Planned - Other, Specify**

SECOND LOI ISSUED 6/20/2013, REQUESTING ADDITIONAL INFORMATION.

# **ATTACHMENT C**

**Accident Investigation Party Submission  
by the City and County of San Francisco  
under 49 CFR § 845.27**

**NTSB Accident File: DCA13MA120**



# AIRPORT/FACILITY DIRECTORY SOUTHWEST U.S.

Effective 0901Z **27 JUN 2013**  
to 0901Z **22 AUG 2013**



Consult NOTAMs for latest information

Warning. Refer to current foreign charts and flight information publications for information within foreign airspace

Published in accordance with specifications and agreements approved by the Federal Aviation Administration





**SAN FRANCISCO INTL (SFO)** 8 SE UTC-8(-7DT) N37°37.15' W122°22.51'  
13 B S4 FUEL 100, 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index E  
NOTAM FILE SFO

**SAN FRANCISCO**  
H-38, L-2F, 38, A  
IAP, AD

RWY 10L-28R: H11870X200 (ASPH-GRVD) PCN 80 F/B/X/T HIRL CL

RWY 10L: REIL. PAPI(P4L)—GA 3.0° TCH 80'. Tower.

RWY 28R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 68'. Thld dspcd 300'. Rgt tlc.

RWY 10R-28L: H11381X200 (ASPH-GRVD) PCN 80 F/B/X/T HIRL CL

RWY 10R: PAPI(P4L)—GA 3.0° TCH 75'. Tower. Rgt tlc.

RWY 28L: PAPI(P4L)—GA 2.85° TCH 64'. Thld dspcd 300'.

RWY 01R-19L: H8646X200 (ASPH-GRVD) PCN 100F/B/X/T HIRL CL

RWY 01R: REIL. Thld dspcd 245'. Tree.

RWY 19L: MALSF. TDZL. PAPI(P4L)—GA 3.0° TCH 75'.

RWY 01L-19R: H7500X200 (ASPH-CONC-GRVD) PCN 90 F/B/X/T  
HIRL CL

RWY 01L: REIL. Thld dspcd 490'.

RWY 19R: PAPI(P4L)—GA 3.0° TCH 73'.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 10L:TORA-11870 TODA-11870 ASDA-11193 LDA-11193

RWY 10R:TORA-11381 TODA-11381 ASDA-10704 LDA-10704

RWY 28L:TORA-11381 TODA-11381 ASDA-10981 LDA-10681

RWY 28R:TORA-11870 TODA-11870 ASDA-11870 LDA-11570

**AIRPORT REMARKS:** Attended continuously. PAEW AER 28L, Rwy 28R and Rwy 19L indef. Flocks of birds feeding along shoreline adjacent to arpt, on occasions fly across various parts of arpt. Due to obstructed vision, SFO twr is able to provide only limited arpt tlc cti svc on Twy A between gates 88 and 89. Twr personnel are unable to determine whether this area is clear of tlc or obstructions. Rwy 10 preferred rwy between 0900-1400Z; wx and flt conditions permitting. Simultaneous ops in effect all rwys. Noise sensitive arpt. For noise abatement procedures etc arpt noise office Monday-Friday 1600-0100Z by calling 650-821-5100. Airline pilots shall strictly follow the painted nose gear lines and no oversteering adjustment is permitted. No grooving exists at arpt rwy intersections. Rwy 01L-19R, 01R-19L, Rwy 10R-28L, Rwy 10L-28R grooved full length except at rwy intersections. B747, B777, A330, A340 or larger acft are restricted from using Twy A1 when B747-400, A340-600 or larger acft are holding short of Rwy 01R on Twy A. 747-400's shall taxi at a speed of less than 10 miles per hr on all non-restricted taxiways on the terminal side of the intersecting rwys. All outbound Twy Y heavy aircraft with a wingspan of 171' or greater under power prohibited from entering westbound Twy Z. Twy Z1 northbound entrance clsd to Rwy 10R for jet acft and four engine turboprops. Ramp clsd to acft with wingspan over 117' at Terminal 1, gate C41 indef. Movement speed of not more than 5 miles per hr is required when two 747-400's pass or overtake each other on parallel twys A and B. Rwy 19L MALSF has a NSTD length of 1115' with 3 sequenced flashers. Ldg fee. Flight Notification Service (ADCUS) available. NOTE: See Special Notices—Intersection Departures During Period of Darkness, Expanded Charted Visual Flight Procedures. Continuous Power Facilities, Special Noise Abatement Procedures, Special Noise Abatement Procedures—Preferential Runways.

**WEATHER DATA SOURCES:** ASOS (650) 872-0246 LLWAS.

**COMMUNICATIONS:** D-ATIS 135.45 118.85 115.8 113.7 650-877-3585/8422 UNICOM 122.95

① NORCAL APP CON 135.65 (S) 133.95

TOWER 120.5 GND CON 121.8 CLNC DEL 118.2 PRE TAXI CLNC 118.2

① NORCAL DEP CON 135.1 (SE-W) 120.9 (NW-E)

**AIRSPACE:** CLASS B See VFR Terminal Area Chart

**VOR TEST FACILITY (VOT)** 111.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SFO.

(L) VORW/DME 115.8 SFO Chan 105 N37°37.17' W122°22.43' at fld. 7/17E.

VOR DME unusable:

025°-065° byd 30 NM blo 18,000'

035°-055° byd 12 NM blo 6,500'

150°-190° byd 25 NM blo 4,500'

190°-260° byd 10 NM blo 4,500'

260°-295° byd 35 NM blo 3,000'

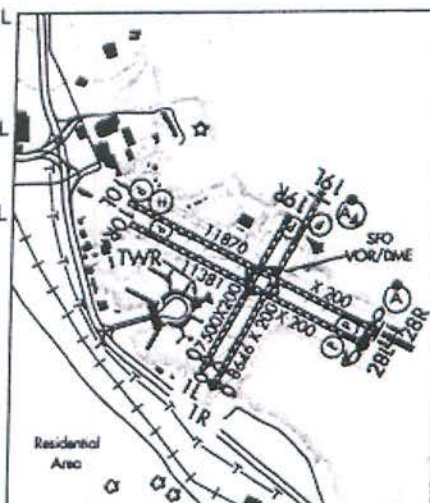
295°-330° byd 20 NM blo 8,000'

ILS/DME 108.9 I-SIA Chan 26 Rwy 19L. Class I.E. Ry 19L backcourse deviations are possible when critical areas are not required to be protected. Acft operating invol glideslope transmitter. Pilots should be alert for momentary localizer course excursions due to large acft operating in vicinity of localizer antenna.

ILS/DME 109.55 I-SFO Chan 32(Y) Rwy 28L. Class I.T.

ILS/DME 111.7 I-GWQ Chan 54 Rwy 28R. Class III.E. LOM unusable 160°-195° byd 6 NM

LDA/DME 110.75 I-FNP Chan 44(Y) Rwy 28R





**SAN FRANCISCO INTL** (SFO) 8 SE UTC-8(-7DT) N37°37.15' W122°22.51'  
13 B S4 FUEL 100, 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index E

**SAN FRANCISCO**  
H-3B, L-2F, 3B, A  
IAP AD

NOTAM FILE SFO

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RWY 28R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 68'. Thld dspcd 300'. Rgt ttc.

RWY 10R-28L: H11381X200 (ASPH-GRVD) PCN 80 F/B/X/T HIRL CL

RWY 10R: PAPI(P4L)—GA 3.0° TCH 75'. Tower. Rgt ttc.

RWY 28L: MALSR. PAPI(P4L)—GA 2.85° TCH 64'. Thld dspcd 300'.

RWY 01R-19L: H8646X200 (ASPH-GRVD) PCN 100F/B/X/T HIRL CL

RWY 01R: REIL. Thld dspcd 245'. Tree.

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260°-295° byd 35 NM blo 3,000'

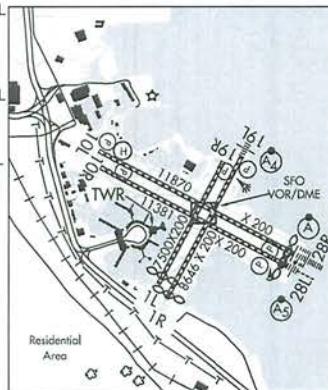
295°-330° byd 20 NM blo 8,000'

ILS/DME 108.9 I-SIA Chan 26 Rwy 19L. Class IE. Ry 19L backcourse deviations are possible when critical areas are not rqr to be protected. Acft opr invof GS transmitter. Pilots should be alert for momentary LOC course excursions due to large acft invof LOC antenna.

ILS/DME 109.55 I-SFO Chan 32(Y) Rwy 28L. Class IT.

ILS/DME 111.7 I-GWQ Chan 54 Rwy 28R. Class IIIE. LOM unusable 160°-195° byd 6 NMs.

LDA/DME 110.75 I-FNP Chan 44(Y) Rwy 28X.



## NOTAMS between 06/01/2013 and 07/01/2013

NOTAM No	Keyword	Start Date UTC	End Date UTC	Issue Date	Status	NOTAM Text	NOTAM Originator	Cancelled By	Cancelled Date	Cancellation Notes	Activation Notes
06/002	RWY	2013-06-04 0700	2013-06-05 1300	2013-06-01 1104	Expired	!SFO 06/002 SFO RWY 1R/19L CLSD 0700-1300 DLY WEF 1306040700-1306051300	Jeffrey Johnson				
06/012	TWY	2013-06-04 1500	2013-06-07 2200	2013-06-01 2013	Expired	!SFO 06/012 SFO TWY Z BTN TWY Z EAST ENTRANCE TO UAL MAINTENANCE RAMP AND PLOT 50 RAMP CLSD BARRICADED 1500-2200 DLY WEF 1306041500-1306072200	Brian Horne				
06/013	TWY	2013-06-04 1500	2013-06-04 2100	2013-06-01 2013	Expired	!SFO 06/013 SFO TWY T BTN RWY 10R/28L AND TWY K CLSD BARRICADED WEF 1306041500-1306042100	Brian Horne				
06/024	TWY	2013-06-05 1500	2013-06-05 2100	2013-06-04 1456	Expired	!SFO 06/024 SFO TWY J BTN RWY 10R/28L AND TWY B CLSD BARRICADED WEF 1306051500-1306052100	Glenn Brotman				
06/026	TWY	2013-06-06 1500	2013-06-06 2100	2013-06-04 1456	Expired	!SFO 06/026 SFO TWY E BTN RWY 10R/28L AND TWY B CLSD BARRICADED WEF 1306061500-1306062100	Glenn Brotman				
06/025	TWY	2013-06-07 0700	2013-06-07 1300	2013-06-04 1456	Expired	!SFO 06/025 SFO TWY A BTN TWY D AND TWY K CLSD LGTD AND BARRICADED WEF 1306070700-1306071300	Glenn Brotman				
06/001	OBST		2013-06-16 0547	2013-06-01 0547	Cancelled	!SFO 06/001 SFO OBST TOWER 82 (65 AGL) 0.7 WSW LGTS OTS (ASR 1266509) TIL 1306160547	Specialist-RO DCA-HUB	Specialist-DN FTW-HUB	2013-06-01 0928	US CEL/JJ 800 510 6091	uscel/jj
06/003	RWY	2013-06-01 1400	2013-08-22 2359	2013-06-01 1339	Cancelled	!SFO 06/003 SFO RWY 28R ALS OTS WEF 1306011400-1308222359	Specialist-KW PRC-HUB	Specialist-BW PRC-HUB	2013-08-22 1457	per nct soc	NCTSOC/UB SOC/JGR
06/004	NAV	2013-06-01 1400	2013-08-22 2359	2013-06-01 1340	Cancelled	!SFO 06/004 SFO NAV ILS RWY 28R GP OTS WEF 1306011400-1308222359	Specialist-KW PRC-HUB	Specialist-BW PRC-HUB	2013-08-22 1457	per nct soc	NCT/JB NCT-SOC/JGR
06/005	NAV	2013-06-01 1400	2013-08-22 2359	2013-06-01 1340	Cancelled	!SFO 06/005 SFO NAV ILS RWY 28L GP OTS WEF 1306011400-1308222359	Specialist-KW PRC-HUB	Specialist-MK PRC-HUB	2013-08-22 0915	DAVID NCT	NCT/JB NCT-SOC/JGR
06/006	RWY	2013-06-01 1400	2013-08-22 2359	2013-06-01 1341	Cancelled	!SFO 06/006 SFO RWY 28R PAPI OTS WEF 1306011400-1308222359	Specialist-KW PRC-HUB	Specialist-AE PRC-HUB	2013-07-02 0111	KG	NCT/JB NCT-SOC/JGR
06/007	RWY	2013-06-01 1400	2013-08-22 2359	2013-06-01 1341	Cancelled	!SFO 06/007 SFO RWY 28L PAPI OTS WEF 1306011400-1308222359	Specialist-KW PRC-HUB	Specialist-DV PRC-HUB	2013-07-02 2224	nct/jf NCT SOC/JF 877-877-6620	NCT/JB NCT-SOC/JGR
06/008	RWY	2013-06-01 1400	2013-08-22 2359	2013-06-01 1342	Cancelled	!SFO 06/008 SFO RWY 28R RVRT OTS WEF 1306011400-1308222359	Specialist-KW PRC-HUB	Specialist-RP PRC-HUB	2013-08-21 2012		NCT/JB NCT-SOC/JGR
06/009	NAV	2013-06-01 1400	2013-08-22 2359	2013-06-01 1342	Cancelled	!SFO 06/009 SFO NAV ILS RWY 28R CAT 2/3 NA WEF 1306011400-1308222359	Specialist-KW PRC-HUB	Specialist-BW PRC-HUB	2013-08-22 1457	per nct soc	NCT/JB NCT-SOC/JGR
06/010	NAV	2013-06-01 1400	2013-08-22 2359	2013-06-01 1343	Cancelled	!SFO 06/010 SFO NAV LDA RWY 28R GP OTS WEF 1306011400-1308222359	Specialist-KW PRC-HUB	Specialist-RH PRC-HUB	2013-08-22 1413	NCT/JGR	NCT/JB NCT-SOC/JGR
05/134	RWY	2013-05-29 0600	2013-06-01 1500	2013-06-01 1500	Cancelled	!SFO 05/134 SFO RWY 10R/28L CLSD 0600-1500 DLY WEF 1305290600-1306011500					
05/158	NAV	2013-06-01 0600	2013-06-01 1500	2013-06-01 1500	Cancelled	!SFO 05/158 SFO NAV ILS RWY 28L OTS WEF 1306010600-1306011500					
06/011	NAV		2013-08-22 2359	2013-06-01 1658	Cancelled	!SFO 06/011 SFO NAV ILS RWY 28R IM OTS TIL 1308222359	Specialist-BP PRC-HUB	Specialist-BW PRC-HUB	2013-08-22 1458	per nct soc	NCT SOC
05/135	RWY	2013-05-29 1500	2013-06-01 1700	2013-06-01 1700	Cancelled	!SFO 05/135 SFO RWY 10R/28L CLSD TKOF 1500-1700 DLY WEF 1305291500-1306011700					
06/014	RWY	2013-06-03 0700	2013-06-03 1500	2013-06-03 0222	Expired	!SFO 06/014 SFO NAV ILS RWY 28R OTS WEF 1306030700-1306031500	Michael Snyder				
06/015	SVC	2013-06-03 1400	2013-06-03 2059	2013-06-03 1301	Cancelled	!SFO 06/015 SFO SVC TMPA SEE ATCCC MSG WEF 1306031400-1306032059		Specialist-KW PRC-HUB	2013-06-03 1552	CNLD	
06/016	NAV	2013-06-04 1400	2013-06-04 1800	2013-06-03 1355	Cancelled	!SFO 06/016 SFO NAV ILS RWY 28L LLZ OTS WEF 1306041400-1306041800	Specialist-AS PRC-HUB	Specialist-XP PRC-HUB	2013-06-04 1253	NCT/KG	NCT/JF
06/014	NAV	2013-06-03 0700	2013-06-03 1500	2013-06-03 1500	Cancelled	!SFO 06/014 SFO NAV ILS RWY 28R OTS WEF 1306030700-1306031500					RUSSELL BROWN SUSTRO TOWER 415 681-8850
06/017	OBST		2013-06-18 1910	2013-06-03 1911	Expired	!SFO 06/017 SFO OBST TOWER 1810 (976 AGL) 9.1 NNW LGTS OTS (ASR 1001289) TIL 1306181910	Specialist-SC PRC-HUB				
05/160	TWY	2013-06-03 1500	2013-06-03 2100	2013-06-03 2100	Cancelled	!SFO 05/160 SFO TWY D BTN RWY 10R/28L AND TWY B CLSD BARRICADED WEF 1306031500-1306032100					
06/018	AIRSPACE	2013-06-07 0030	2013-06-07 1630	2013-06-04 0147	Cancelled	!SFO 06/018 SFO AIRSPACE SEE FDC 3/4687 ZOA 91.141 WEF 1306070030-1306071630	Specialist-MM PRC-HUB	Specialist-MM PRC-HUB	2013-06-04 0217	NOTAM replaced with 06/019	POINTER
06/019	AIRSPACE	2013-06-07 0030	2013-06-07 1700	2013-06-04 0217	Expired	!SFO 06/019 SFO AIRSPACE SEE FDC 3/4687 ZOA 91.141 WEF 1306070030-1306071700	Specialist-MM PRC-HUB				POINTER
06/021	NAV		2013-06-04 1300	2013-06-04 0717	Expired	!SFO 06/021 SFO NAV ILS RWY 19L OTS TIL 1306041300	Specialist-SH PRC-HUB				!SFO 06/021 SFO NAV RWY 19L ILS OTS TIL 1306041300
06/022	NAV		2013-06-04 1500	2013-06-04 0719	Expired	!SFO 06/022 SFO NAV ILS RWY 28R OTS TIL 1306041500	Specialist-SH PRC-HUB				!SFO 06/022 SFO NAV RWY 28R ILS OTS TIL 1306041500
06/021	NAV	2013-06-04 1300	2013-06-04 1300	2013-06-04 1300	Cancelled	!SFO 06/021 SFO NAV ILS RWY 19L OTS TIL 1306041300					
06/023	SVC	2013-06-04 1311	2013-06-04 1859	2013-06-04 1311	Expired	!SFO 06/023 SFO SVC TMPA SEE ATCCC MSG WEF 1306041311-1306041859	Specialist-SS PRC-HUB				svc b
06/022	NAV	2013-06-04 1500	2013-06-04 1500	2013-06-04 1500	Cancelled	!SFO 06/022 SFO NAV ILS RWY 28R OTS TIL 1306041500					
06/027	RWY	2013-06-07 0700	2013-06-07 1500	2013-06-04 1511	Expired	!SFO 06/027 SFO RWY 10R/28L CLSD WEF 1306070700-1306071500	Glenn Brotman				
06/023	SVC	2013-06-04 1311	2013-06-04 1859	2013-06-04 1859	Cancelled	!SFO 06/023 SFO SVC TMPA SEE ATCCC MSG WEF 1306041311-1306041859					
06/013	TWY	2013-06-04 1500	2013-06-04 2100	2013-06-04 2100	Cancelled	!SFO 06/013 SFO TWY T BTN RWY 10R/28L AND TWY K CLSD BARRICADED WEF 1306041500-1306042100					
06/028	NAV	2013-06-05 0700	2013-06-05 1500	2013-06-05 0640	Expired	!SFO 06/028 SFO NAV ILS RWY 28R OTS WEF 1306050700-1306051500	Specialist-MX PRC-HUB				soc bc

06/029	NAV	2013-06-05 0700	2013-06-05 1300	2013-06-05 0640	Cancelled	ISFO 06/029 SFO NAV ILS RWY 19L OTS WEF 1306050700-1306051300	Specialist-MX PRC-HUB	Specialist-MX PRC-HUB	2013-06-05 0710	soc bc	soc bc
06/030	SVC	2013-06-05 1500	2013-06-05 2059	2013-06-05 1250	Expired	ISFO 06/030 SFO SVC TMPA SEE ATCCC MSG WEF 1306051500-1306052059	Specialist-VB PRC-HUB				svc b
06/031	AD	2013-06-05 1254		2013-06-05 1254	Cancelled	ISFO 06/031 SFO SVC AWOS OTS WEF 1306051254	James Fitzwater	Stace Adams	2013-06-05 1458		
06/002	RWY	2013-06-04 0700	2013-06-05 1300	2013-06-05 1300	Cancelled	ISFO 06/002 SFO RWY 1R/19L CLSD 0700-1300 DLY WEF 1306040700-1306051300					
06/028	NAV	2013-06-05 0700	2013-06-05 1500	2013-06-05 1500	Cancelled	ISFO 06/028 SFO NAV ILS RWY 28R OTS WEF 1306050700-1306051500					
06/024	TWY	2013-06-05 1500	2013-06-05 2100	2013-06-05 2100	Cancelled	ISFO 06/024 SFO TWY J BTN RWY 10R/28L AND TWY B CLSD BARRICADED WEF 1306051500-1306052100					
06/030	SVC	2013-06-05 1500	2013-06-05 2059	2013-06-05 2059	Cancelled	ISFO 06/030 SFO SVC TMPA SEE ATCCC MSG WEF 1306051500-1306052059					
06/032	RWY	2013-06-06 0700	2013-06-06 1500	2013-06-06 0437	Expired	ISFO 06/032 SFO NAV ILS RWY 28R OTS WEF 1306060700-1306061500	Michael Snyder				ATCSCC ADVZY 029 SFO/ZOA 06/06/2013 CDM GROUND DELAY PROGRAM
06/033	SVC		2013-06-06 2059	2013-06-06 1257	Cancelled	ISFO 06/033 SFO SVC TMPA SEE ATCCC MSG TIL 1306062059	Specialist-DN PRC-HUB	Specialist-AS PRC-HUB	2013-06-06 1831	SVCB	
05/159	RWY	2013-06-03 0700	2013-06-06 1500	2013-06-06 1500	Cancelled	ISFO 05/159 SFO RWY 10L/28R CLSD 0700-1500 DLY WEF 1306030700-1306061500					
06/032	NAV	2013-06-06 0700	2013-06-06 1500	2013-06-06 1500	Cancelled	ISFO 06/032 SFO NAV ILS RWY 28R OTS WEF 1306060700-1306061500					
06/026	TWY	2013-06-06 1500	2013-06-06 2100	2013-06-06 2100	Cancelled	ISFO 06/026 SFO TWY E BTN RWY 10R/28L AND TWY B CLSD BARRICADED WEF 1306061500-1306062100					
06/034	RWY	2013-06-07 0700	2013-06-07 1500	2013-06-07 0445	Expired	ISFO 06/034 SFO NAV ILS RWY 28L OTS WEF 1306070700-1306071500	Michael Snyder				
06/035	OBST	2013-06-07 0618	2013-06-22 0618	2013-06-07 0619	Cancelled	ISFO 06/035 SFO OBST TOWER 1487 (261 AGL) 5.1 NW LGTS OTS (ASR 1010565) WEF 1306070618-1306220618	Flash NOC	Flash NOC	2013-06-21 0735		ISFO 06/035 SFO OBST TOWER 1487 (261 AGL) 5.1 NW LGTS OTS (ASR 1010565) TIL 1306220618
06/036	TWY			2013-06-07 0712	Cancelled	ISFO 06/036 SFO TWY F CLSD BTN RWY 28L AND TWY N 0700-1500Z DLY	Specialist-AB PRC-HUB	OpsNet SFO	2013-06-07 0714		Submitted from Passur ISFO 06/037 SFO TWY F CLSD BTN RWY 28L, TWY N 0700-1500Z DLY WEF 1306070700- 1306071500
06/037	TWY	2013-06-07 0700	2013-06-07 1500	2013-06-07 0717	Expired	ISFO 06/037 SFO TWY F BTN RWY 28L AND TWY N CLSD 0700-1500 DLY WEF 1306070700-1306071500	Specialist-AB PRC-HUB				ISFO 06/038 SFO TWY C CLSD BTN RWY 28L, RWY 28R 0700-1500Z DLY WEF 1306070700- 1306071500
06/038	TWY	2013-06-07 0700	2013-06-07 1500	2013-06-07 0717	Expired	ISFO 06/038 SFO TWY C BTN RWY 28L AND RWY 28R CLSD 0700-1500 DLY WEF 1306070700-1306071500	Specialist-AB PRC-HUB				
06/025	TWY	2013-06-07 0700	2013-06-07 1300	2013-06-07 1300	Cancelled	ISFO 06/025 SFO TWY A BTN TWY D AND TWY K CLSD LGTD AND BARRICADED WEF 1306070700-1306071300					
06/020	NAV	2013-06-07 0700	2013-06-07 1500	2013-06-07 1500	Cancelled	ISFO 06/020 SFO NAV VOR OTS WEF 1306070700-1306071500					
06/027	RWY	2013-06-07 0700	2013-06-07 1500	2013-06-07 1500	Cancelled	ISFO 06/027 SFO RWY 10R/28L CLSD WEF 1306070700-1306071500					
06/034	NAV	2013-06-07 0700	2013-06-07 1500	2013-06-07 1500	Cancelled	ISFO 06/034 SFO NAV ILS RWY 28L OTS WEF 1306070700-1306071500					
06/037	TWY	2013-06-07 0700	2013-06-07 1500	2013-06-07 1500	Cancelled	ISFO 06/037 SFO TWY F BTN RWY 28L AND TWY N CLSD 0700-1500 DLY WEF 1306070700-1306071500					
06/038	TWY	2013-06-07 0700	2013-06-07 1500	2013-06-07 1500	Cancelled	ISFO 06/038 SFO TWY C BTN RWY 28L AND RWY 28R CLSD 0700-1500 DLY WEF 1306070700-1306071500					
06/019	AIRSPA	2013-06-07 0030	2013-06-07 1700	2013-06-07 1700	Cancelled	ISFO 06/019 SFO AIRSPACE SEE FDC 3/4687 ZOA 91.141 WEF 1306070030-1306071700					
06/039	OBST	2013-06-10 1400	2013-06-14 2200	2013-06-07 1943	Expired	ISFO 06/039 SFO OBST CRANE 74 (65 AGL) .83 ESE (373650N1222140W) FLAGGED/LGTD 1400-2200 DLY WEF 1306101400-1306142200	Jeffrey Rocheford				
06/012	TWY	2013-06-04 1500	2013-06-07 2200	2013-06-07 2200	Cancelled	ISFO 06/012 SFO TWY Z BTN TWY Z EAST ENTRANCE TO UAL MAINTENANCE RAMP AND PLOT 50 RAMP CLSD BARRICADED 1500-2200 DLY WEF 1306041500-1306072200					
06/040	RWY	2013-06-10 0600	2013-06-13 1500	2013-06-07 2247	Expired	ISFO 06/040 SFO RWY 10R/28L CLSD 0600-1500 DLY WEF 1306100600-1306131500	Jeffrey Rocheford				
06/041	RWY	2013-06-10 1500	2013-06-13 1700	2013-06-07 2249	Expired	ISFO 06/041 SFO RWY 10R/28L CLSD TKOF 1500-1700 DLY WEF 1306101500-1306131700	Jeffrey Rocheford				
06/042	TWY	2013-06-10 0700	2013-06-10 1000	2013-06-07 2250	Expired	ISFO 06/042 SFO TWY A BTN TWY D AND TWY E CLSD LGTD AND BARRICADED WEF 1306100700-1306101000	Jeffrey Rocheford				
06/043	TWY	2013-06-10 1400	2013-06-12 2230	2013-06-07 2251	Cancelled	ISFO 06/043 SFO TWY C BTN TWY W AND APCH END RWY 28R CLSD LGTD AND BARRICADED 1400-2230 DLY WEF 1306101400-1306122230	Jeffrey Rocheford	Specialist-SS PRC-HUB	2013-06-10 0717	NOTAM 06/052	replaced with
06/044	TWY	2013-06-10 1500	2013-06-11 2100	2013-06-07 2253	Expired	ISFO 06/044 SFO TWY Z BTN TWY Z EAST ENTRANCE TO UAL MAINTENANCE RAMP AND PLOT 50 RAMP CLSD BARRICADED 1500-2100 DLY WEF 1306101500-1306112100	Jeffrey Rocheford				

06/048	TWY	2013-06-11 1700	2013-06-11 2200	2013-06-09 1549	Expired	ISFO 06/048 SFO TWY C BTN TWY U AND TWY R CLSD WEF 1306111700-1306112200	Scott Henry											
06/049	TWY	2013-06-12 0700	2013-06-12 1300	2013-06-09 1549	Expired	ISFO 06/049 SFO TWY A BTN TWY D AND TWY E CLSD LGTD AND BARRICADED WEF 1306120700-1306121300	Scott Henry											
06/073	RWY	2013-06-14 1320	2013-06-14 1500	2013-06-14 1320	Expired	ISFO 06/073 SFO RWY 10L/28R CLSD WEF 1306141320-1306141500	Jeffrey Johnson											
06/045	NAV	2013-06-08 2000	2013-06-08 2300	2013-06-08 1925	Cancelled	ISFO 06/045 SFO NAV ILS RWY 28R LLZ/DME OTS WEF 1306082000-1306082300	Specialist-WR PRC-HUB	Specialist-WR PRC-HUB	2013-06-08 2034	SFO-KG							SFO-KG 916 366 4037	
06/046	NAV	2013-06-10 0600	2013-06-10 1500	2013-06-08 2352	Cancelled	ISFO 06/046 SFO NAV ILS RWY 28L OTS WEF 1306100600-1306101500	Specialist-TC PRC-HUB	Specialist-HN DCA-HUB	2013-06-10 1435	SFOA/KG							NCT MJ	
06/047	OBST	2013-06-09 0721	2013-06-24 0721	2013-06-09 0721	Cancelled	ISFO 06/047 SFO OBST TOWER 1567 (311 AGL) 5.0 NW LGTS OTS (ASR 1205149) WEF 1306090721-1306240721	Flash NOC	Flash NOC	2013-06-23 0513								ISFO 06/047 SFO OBST TOWER 1567 (311 AGL) 5.0 NW LGTS OTS (ASR 1205149) TIL 1306240721	
06/050	TWY	2013-06-10 0700	2013-06-10 1500	2013-06-10 0647	Cancelled	ISFO 06/050 SFO TWY F CLSD BTN RWY 28L AND TWY N WEF 1306100700-1306101500	Specialist-SS PRC-HUB	Specialist-SS PRC-HUB	2013-06-10 0719	NOTAM 06/053	replaced with						ISFO 06/050 SFO TWY F CLSD BT RWY 28L AND TWY N WEF 1306100700-1306101500	
06/051	TWY	2013-06-10 0700	2013-06-10 1500	2013-06-10 0648	Cancelled	ISFO 06/051 SFO TWY C CLSD BTN RWY 28R AND RWY 28L WEF 1306100700-1306101500	Specialist-SS PRC-HUB	Specialist-SS PRC-HUB	2013-06-10 0723	NOTAM 06/054	replaced with						Submitted from Passur	
06/052	AD	2013-06-10 1400	2013-06-12 2230	2013-06-10 0717	Expired	ISFO 06/052 SFO TWY F CLSD BTN RWY 10L/28R AND TWY W LGTD AND BARRICADED 1400-2230 DLY WEF 1306101400-1306122230	Specialist-SS PRC-HUB										CORRECTED FORMAT	
06/053	TWY	2013-06-10 0700	2013-06-10 1500	2013-06-10 0719	Expired	ISFO 06/053 SFO TWY F CLSD BTN RWY 10R/28L AND TWY N WEF 1306100700-1306101500	Specialist-SS PRC-HUB										Submitted from Passur	
06/053	TWY	2013-06-10 0700	2013-06-10 1500	2013-06-10 0719	Expired	ISFO 06/053 SFO TWY F CLSD BTN RWY 10R/28L AND TWY N WEF 1306100700-1306101500												
06/054	TWY	2013-06-10 0700	2013-06-10 1500	2013-06-10 0723	Expired	ISFO 06/054 SFO TWY C CLSD BTN RWY 10L/28R AND RWY 10R/28L WEF 1306100700-1306101500	Specialist-SS PRC-HUB										Submitted from Passur	
06/042	TWY	2013-06-10 0700	2013-06-10 1000	2013-06-10 1000	Cancelled	ISFO 06/042 SFO TWY A BTN TWY D AND TWY E CLSD LGTD AND BARRICADED WEF 1306100700-1306101000												
06/055	SVC	2013-06-10 1500	2013-06-11 0059	2013-06-10 1306	Expired	ISFO 06/055 SFO SVC TMPA SEE ATCCC MSG WEF 1306101500-1306110059	Specialist-KW PRC-HUB										WEATHER / LOW CEILINGS	
06/053	TWY	2013-06-10 0700	2013-06-10 1500	2013-06-10 1500	Cancelled	ISFO 06/053 SFO TWY F CLSD BTN RWY 10R/28L AND TWY N WEF 1306100700-1306101500												
06/054	TWY	2013-06-10 0700	2013-06-10 1500	2013-06-10 1500	Cancelled	ISFO 06/054 SFO TWY C CLSD BTN RWY 10L/28R AND RWY 10R/28L WEF 1306100700-1306101500												
06/055	SVC	2013-06-10 1500	2013-06-11 0059	2013-06-11 0059	Cancelled	ISFO 06/055 SFO SVC TMPA SEE ATCCC MSG WEF 1306101500-1306110059												
06/056	NAV	2013-06-11 0630	2013-06-11 1500	2013-06-11 0500	Expired	ISFO 06/056 SFO NAV ILS RWY 28L OTS WEF 1306110630-1306111500	Specialist-BM PRC-HUB										jd nct soc	
06/056	NAV	2013-06-11 0630	2013-06-11 1500	2013-06-11 1500	Cancelled	ISFO 06/056 SFO NAV ILS RWY 28L OTS WEF 1306110630-1306111500												
06/044	TWY	2013-06-10 1500	2013-06-11 2100	2013-06-11 2100	Cancelled	ISFO 06/044 SFO TWY Z BTN TWY Z EAST ENTRANCE TO UAL MAINTENANCE RAMP AND PLOT 50 RAMP CLSD BARRICADED 1500-2100 DLY WEF 1306101500-1306112100												
06/048	TWY	2013-06-11 1700	2013-06-11 2200	2013-06-11 2200	Cancelled	ISFO 06/048 SFO TWY C BTN TWY U AND TWY R CLSD WEF 1306111700-1306112200												
06/057	NAV	2013-06-12 0600	2013-06-12 1500	2013-06-12 0018	Cancelled	ISFO 06/057 SFO NAV ILS RWY 28R OTS WEF 1306120600-1306121500	Specialist-QA PRC-HUB	Specialist-TF PRC-HUB	2013-06-12 0405	NOTAM 06/058	replaced with					nct soc 877 877 6620		
06/058	NAV	2013-06-12 0600	2013-06-12 1500	2013-06-12 0405	Expired	ISFO 06/058 SFO NAV ILS RWY 28L OTS WEF 1306120600-1306121500	Specialist-TF PRC-HUB										nct soc 877 877 6620 AY	
06/059	TWY	2013-06-12 0700	2013-06-12 1500	2013-06-12 0558	Expired	ISFO 06/059 SFO TWY C BTN RWY 28R AND RWY 28L CLSD WEF 1306120700-1306121500	Specialist-CT PRC-HUB										ISFO 06/059 SFO TWY C BETWEEN RWY 28R AND RWY 28L CLSD 0700-1500Z WEF 1306120700-1306121500	
06/060	TWY	2013-06-12 0700	2013-06-12 1500	2013-06-12 0558	Expired	ISFO 06/060 SFO TWY F BTN RWY 28L AND TWY N CLSD WEF 1306120700-1306121500	Specialist-CT PRC-HUB										ISFO 06/060 SFO TWY F BETWEEN RWY 28L AND TWY N CLSD 0700 1500Z WEF 1306120700-1306121500	
06/061	NAV	2013-06-12 1500	2013-06-12 1800	2013-06-12 1107	Cancelled	ISFO 06/061 SFO NAV ILS RWY 28R CAT 2/3 NA WEF 1306121500-1306121800	Specialist-VB PRC-HUB	Specialist-JE PRC-HUB	2013-06-12 1642	nctsoc ms							NCT/AY	
06/049	TWY	2013-06-12 0700	2013-06-12 1300	2013-06-12 1300	Cancelled	ISFO 06/049 SFO TWY A BTN TWY D AND TWY E CLSD LGTD AND BARRICADED WEF 1306120700-1306121300												
06/058	NAV	2013-06-12 0600	2013-06-12 1500	2013-06-12 1500	Cancelled	ISFO 06/058 SFO NAV ILS RWY 28L OTS WEF 1306120600-1306121500												
06/059	TWY	2013-06-12 0700	2013-06-12 1500	2013-06-12 1500	Cancelled	ISFO 06/059 SFO TWY C BTN RWY 28R AND RWY 28L CLSD WEF 1306120700-1306121500												
06/060	TWY	2013-06-12 0700	2013-06-12 1500	2013-06-12 1500	Cancelled	ISFO 06/060 SFO TWY F BTN RWY 28L AND TWY N CLSD WEF 1306120700-1306121500												



06/062	AIRSPA	2013-06-14 2215	2013-06-16 0200	2013-06-12 1741	Expired	ISFO 06/062 SFO AIRSPACE SEE FDC 3/7837 ZOA 91.141 WEF 1306142215-1306160200	Specialist-JE PRC-HUB				POINTER FOR VIP
06/063	TWY	2013-06-13 1100	2013-06-13 1300	2013-06-12 2112	Expired	ISFO 06/063 SFO TWY A BTN TWY H AND TWY M CLSD WEF 1306131100-1306131300	Jeffrey Rocheford				
06/064	RWY	2013-06-15 1100	2013-06-15 1300	2013-06-12 2113	Expired	ISFO 06/064 SFO RWY 10R/28L CLSD WEF 1306151100-1306151300	Jeffrey Rocheford				
06/065	NAV	2013-06-13 1500	2013-06-13 2100	2013-06-12 2216	Cancelled	ISFO 06/065 SFO NAV VOT OTS WEF 1306131500-1306132100 ISFO 06/052 SFO TWY C CLSD BTN RWY 10L/28R AND TWY W LGTD AND BARRICADED 1400-2230 DLY WEF 1306101400-1306122230	Specialist-JF PRC-HUB	Specialist-FC PRC-HUB	2013-06-13 1916	cncl per bob-ncf	NCT/BC
06/062	TWY	2013-06-10 1400	2013-06-12 2230	2013-06-12 2230	Cancelled	ISFO 06/066 SFO NAV ILS RWY 28L LLZ/DME OTS WEF 1306130600-1306131500	Specialist-ZX PRC-HUB				MJ/NCTSOC
06/066	NAV	2013-06-13 0600	2013-06-13 1500	2013-06-13 0237	Expired	ISFO 06/063 SFO TWY A BTN TWY H AND TWY M CLSD WEF 1306131100-1306131300					
06/063	TWY	2013-06-13 1100	2013-06-13 1300	2013-06-13 1300	Cancelled	ISFO 06/067 SFO NAV VOT OTS WEF 1306141400-1306142000	Specialist-VV PRC-HUB	Specialist-KM PRC-HUB	2013-06-14 1833	NCT/MG	KK 916-366-4037
06/067	NAV	2013-06-14 1400	2013-06-14 2000	2013-06-13 1346	Cancelled	ISFO 06/040 SFO RWY 10R/28L CLSD 0600-1500 DLY WEF 1306100600-1306131500					
06/040	RWY	2013-06-10 0600	2013-06-13 1500	2013-06-13 1500	Cancelled	ISFO 06/066 SFO NAV ILS RWY 28L LLZ/DME OTS WEF 1306130600-1306131500					
06/066	NAV	2013-06-13 0600	2013-06-13 1500	2013-06-13 1500	Cancelled	ISFO 06/041 SFO RWY 10R/28L CLSD TKOF 1500-1700 DLY WEF 1306101500-1306131700					
06/041	RWY	2013-06-10 1500	2013-06-13 1700	2013-06-13 1700	Cancelled						
06/068	NAV	2013-06-14 1500	2013-06-14 1900	2013-06-13 2216	Cancelled	ISFO 06/068 SFO NAV LDA RWY 28R OTS WEF 1306141500-1306141900	Specialist-FR PRC-HUB	Specialist-KM PRC-HUB	2013-06-14 1850	NCT/MS	ISFO 06/068 SFO NAV RWY 28R LDA OTS WEF 1306141500-1306141900
06/069	NAV	2013-06-14 0700	2013-06-14 1500	2013-06-14 0435	Expired	ISFO 06/069 SFO NAV ILS RWY 28R OTS WEF 1306140700-1306141500	Specialist-AB PRC-HUB				NCT/AY
06/070	RWY	2013-06-15 1100	2013-06-15 1500	2013-06-14 0621	Expired	ISFO 06/070 SFO RWY 10R/28L CLSD WEF 1306151100-1306151500	Joe Smith				
06/071	TWY	2013-06-14 0800	2013-06-14 1500	2013-06-14 0800	Expired	ISFO 06/071 SFO TWY C BTN APCH END RWY 28L AND TWY N CLSD WEF 1306140800-1306141500	Jeffrey Johnson				
06/072	SVC	2013-06-14 1130	2013-06-14 1300	2013-06-14 0906	Expired	ISFO 06/072 SFO SVC ATIS 118.85 OTS WEF 1306141130-1306141300	Specialist-SS PRC-HUB				nct socc/ay
06/072	SVC	2013-06-14 1130	2013-06-14 1300	2013-06-14 1300	Cancelled	ISFO 06/069 SFO NAV ILS RWY 28R OTS WEF 1306140700-1306141500					
06/069	NAV	2013-06-14 0700	2013-06-14 1500	2013-06-14 1500	Cancelled	ISFO 06/071 SFO TWY C BTN APCH END RWY 28L AND TWY N CLSD WEF 1306140800-1306141500					
06/071	TWY	2013-06-14 0800	2013-06-14 1500	2013-06-14 1500	Cancelled						
06/073	RWY	2013-06-14 1320	2013-06-14 1500	2013-06-14 1500	Cancelled	ISFO 06/073 SFO RWY 10L/28R CLSD WEF 1306141320-1306141500					
06/039	OBST	2013-06-10 1400	2013-06-14 2200	2013-06-14 2200	Cancelled	ISFO 06/039 SFO OBST CRANE 74 (65 AGL) 83 ESE (373650N1222140W) FLAGGED/LGTD 1400-2200 DLY WEF 1306101400-1306142200					
06/074	RWY	2013-06-17 0700	2013-06-17 1500	2013-06-14 2221	Expired	ISFO 06/074 SFO RWY 10R/28L CLSD WEF 1306170700-1306171500	Jeffrey Rocheford				
06/075	TWY	2013-06-17 0800	2013-06-17 1500	2013-06-14 2222	Expired	ISFO 06/075 SFO TWY F BTN TWY P AND APCH END RWY 28L CLSD LGTD AND BARRICADED WEF 1306170800-1306171500	Jeffrey Rocheford				
06/076	TWY	2013-06-17 0800	2013-06-17 1500	2013-06-14 2222	Expired	ISFO 06/076 SFO TWY C BTN APCH END RWY 28L AND APCH END RWY 28R CLSD LGTD AND BARRICADED WEF 1306170800-1306171500	Jeffrey Rocheford				
06/080	RWY	2013-06-18 0700	2013-06-21 1500	2013-06-16 2144	Expired	ISFO 06/080 SFO RWY 10L/28R CLSD 0700-1500 DLY WEF 1306180700-1306211500	Scott Henry				
06/079	RWY	2013-06-18 0700	2013-06-21 1300	2013-06-16 2143	Expired	ISFO 06/079 SFO RWY 1R/19L CLSD 0700-1300 DLY WEF 1306180700-1306211300	Scott Henry				
06/081	TWY	2013-06-18 0700	2013-06-21 1500	2013-06-16 2144	Expired	ISFO 06/081 SFO TWY C BTN TWY N AND APCH END RWY 28L CLSD LGTD AND BARRICADED 0700-1500 TUE/WED/THU/FRI WEF 1306180700-1306211500	Scott Henry				ISFO 06/081 SFO TWY C BTN TWY N AND APCH END RWY 28L CLSD LGTD AND BARRICADED 0700-1500 TUE/THU/FRI/WED WEF 1306180700-1306211500
06/078	TWY	2013-06-19 1500	2013-06-19 2130	2013-06-16 2142	Expired	ISFO 06/078 SFO TWY C BTN TWY N AND APCH END RWY 28R CLSD LGTD AND BARRICADED WEF 1306191500-1306192130	Scott Henry				
06/077	SVC	2013-06-15 1500	2013-06-15 1900	2013-06-15 0848	Cancelled	ISFO 06/077 SFO SVC MICROBURST/WINDSHEAR DETECTION SYSTEM OTS WEF 1306151500-1306151900	Specialist-JD PRC-HUB	Specialist-BP PRC-HUB	2013-06-15 1809	NCT SOC/TS	nct soc/jgr
06/064	RWY	2013-06-15 1100	2013-06-15 1300	2013-06-15 1300	Cancelled	ISFO 06/064 SFO RWY 10R/28L CLSD WEF 1306151100-1306151300					
06/070	RWY	2013-06-15 1100	2013-06-15 1500	2013-06-15 1500	Cancelled	ISFO 06/070 SFO RWY 10R/28L CLSD WEF 1306151100-1306151500					
06/062	AIRSPA	2013-06-14 2215	2013-06-16 0200	2013-06-16 0200	Cancelled	ISFO 06/062 SFO AIRSPACE SEE FDC 3/7837 ZOA 91.141 WEF 1306142215-1306160200					
06/082	NAV	2013-06-17 0711	2013-06-17 1500	2013-06-17 0711	Expired	ISFO 06/082 SFO NAV ILS RWY 28L OTS WEF 1306170711-1306171500	Specialist-AB PRC-HUB				NCTO/BC

06/083	RWY	2013-06-18 1200	2013-06-18 1400	2013-06-17 1343	Cancelled	ISFO 06/083 SFO RWY 1L REIL OTS WEF 1306181200-1306181400	Specialist-JF PRC-HUB	Specialist-DB PRC-HUB	2013-06-18 1347	nct	ENOTAM NOT WORKING PROPERLY. RG ASKED ME TO TRY TO ISSUE IT. KEEP GETTING ERROR MESSAGE WHEN TRYING TO ISSUE.
06/084	RWY	2013-06-18 1200	2013-06-18 1400	2013-06-17 1355	Cancelled	ISFO 06/084 SFO RWY 1R REIL OTS WEF 1306181200-1306181400	Specialist-RG PRC-HUB	Specialist-DB PRC-HUB	2013-06-18 1347	nct	NCT SOC /TS
06/074	RWY	2013-06-17 0700	2013-06-17 1500	2013-06-17 1500	Cancelled	ISFO 06/074 SFO RWY 10R/28L CLSD WEF 1306170700-1306171500					
06/075	TWY	2013-06-17 0800	2013-06-17 1500	2013-06-17 1500	Cancelled	ISFO 06/075 SFO TWY F BTN TWY P AND APCH END RWY 28L CLSD LGTD AND BARRICADED WEF 1306170800-1306171500					
06/076	TWY	2013-06-17 0800	2013-06-17 1500	2013-06-17 1500	Cancelled	ISFO 06/076 SFO TWY C BTN APCH END RWY 28L AND APCH END RWY 28R CLSD LGTD AND BARRICADED WEF 1306170800-1306171500					
06/082	NAV	2013-06-17 0711	2013-06-17 1500	2013-06-17 1500	Cancelled	ISFO 06/082 SFO NAV ILS RWY 28L OTS WEF 1306170711-1306171500					
06/085	NAV	2013-06-17 1830	2013-06-17 2030	2013-06-17 1650	Cancelled	ISFO 06/085 SFO NAV ILS RWY 28L LLZ OTS WEF 1306171830-1306172030	Specialist-VB PRC-HUB	Specialist-VB PRC-HUB	2013-06-17 1839	NCT/AY	NCT/TS
06/086	SVC		2013-06-18 0759	2013-06-18 0229	Expired	ISFO 06/086 SFO SVC TMPA SEE ATCCC MSG TIL 1306180759	Specialist-MM PRC-HUB				FROM ZOA TMU MSG
06/087	RWY	2013-06-18 0700	2013-06-18 1300	2013-06-18 0247	Cancelled	ISFO 06/087 SFO NAV ILS RWY 19L OTS WEF 1306180700-1306181300	Michael Snyder	Specialist-DN PRC-HUB	2013-06-18 0715	NCTSOC/KK WS070/DN	
06/088	RWY	2013-06-18 0700	2013-06-18 1500	2013-06-18 0248	Cancelled	ISFO 06/088 SFO NAV ILS RWY 28R OTS WEF 1306180700-1306181500	Michael Snyder	Specialist-DN PRC-HUB	2013-06-18 0715	NCTSOC/KK WS070/DN	
06/089	SVC		2013-06-18 0830	2013-06-18 0625	Expired	ISFO 06/089 SFO SVC TMPA SEE ATSCC MSG TIL 1306180830	Specialist-BM PRC-HUB				
06/090	NAV	2013-06-18 1300	2013-06-18 1300	2013-06-18 0752	Cancelled	ISFO 06/090 SFO NAV ILS RWY 19L OTS TIL 1306181300	Specialist-DN PRC-HUB	Specialist-DB PRC-HUB	2013-06-18 1258	per nct-self cnl at 1300	NCT SOC/KK WS070/DN
06/086	SVC	2013-06-18 0759	2013-06-18 0759	2013-06-18 0759	Cancelled	ISFO 06/086 SFO SVC TMPA SEE ATCCC MSG TIL 1306180759					
06/089	SVC	2013-06-18 0830	2013-06-18 0830	2013-06-18 0830	Cancelled	ISFO 06/089 SFO SVC TMPA SEE ATSCC MSG TIL 1306180830					
06/091	NAV		2013-06-18 1500	2013-06-18 0857	Cancelled	ISFO 06/091 SFO NAV ILS RWY 28R OTS TIL 1306181500	Specialist-DN PRC-HUB	Specialist-DB PRC-HUB	2013-06-18 1305	per nct	NCT SOCC/KK WS071/DN
06/092	OBST	2013-06-18 1129	2013-07-03 1129	2013-06-18 1129	Cancelled	ISFO 06/092 SFO OBST TOWER 1538 (288 AGL) 4.9 NW LGTS OTS (ASR 1010567) WEF 1306181129-1307031129	Flash NOC	Flash NOC	2013-06-21 1157		ISFO 06/092 SFO OBST TOWER 1538 (288 AGL) 4.9 NW LGTS OTS (ASR 1010567) TIL 1307031129
06/093	SVC		2013-06-18 2359	2013-06-18 1300	Expired	ISFO 06/093 SFO SVC TMPA SEE ATCCC MSG TIL 1306182359	Specialist-DB PRC-HUB				db
06/094	SVC	2013-06-18 1534	2013-06-18 2328	2013-06-18 1534	Expired	ISFO 06/094 SFO SVC TMPA SEE ATCCC MSG WEF 1306181534-1306182328	Specialist-HF PRC-HUB				svb
06/017	OBST	2013-06-18 1910	2013-06-18 1910	2013-06-18 1910	Cancelled	ISFO 06/017 SFO OBST TOWER 1810 (976 AGL) 9.1 NNW LGTS OTS (ASR 1001289) TIL 1306181910					
06/094	SVC	2013-06-18 1534	2013-06-18 2328	2013-06-18 2328	Cancelled	ISFO 06/094 SFO SVC TMPA SEE ATCCC MSG WEF 1306181534-1306182328					
06/093	SVC	2013-06-18 2359	2013-06-18 2359	2013-06-18 2359	Cancelled	ISFO 06/093 SFO SVC TMPA SEE ATCCC MSG TIL 1306182359					
06/095	SVC	2013-06-19 0130	2013-06-19 0759	2013-06-19 0020	Cancelled	ISFO 06/095 SFO SVC TMPA SEE ATCCC WEF 1306190130-1306190759	Specialist-KW PRC-HUB	Specialist-BM PRC-HUB	2013-06-19 0219	NOTAM replaced with 06/097	
06/096	NAV	2013-06-20 1830	2013-06-20 2100	2013-06-19 0044	Cancelled	ISFO 06/096 SFO NAV ILS RWY 28L OTS WEF 1306201830-1306202100	Specialist-BR PRC-HUB	Specialist-EA PRC-HUB	2013-06-20 2013	NCT/MCK	NCTSOC/DB
06/097	SVC	2013-06-19 0130	2013-06-19 0859	2013-06-19 0219	Expired	ISFO 06/097 SFO SVC TMPA SEE ATCCC WEF 1306190130-1306190859	Specialist-BM PRC-HUB				pointer
06/098	RWY	2013-06-19 0700	2013-06-19 1300	2013-06-19 0306	Expired	ISFO 06/098 SFO NAV ILS RWY 19L OTS WEF 1306190700-1306191300	Michael Snyder				
06/099	RWY	2013-06-19 0700	2013-06-19 1500	2013-06-19 0307	Cancelled	ISFO 06/099 SFO NAV ILS RWY 28R OTS WEF 1306190700-1306191500	Michael Snyder	Specialist-VB PRC-HUB	2013-06-19 0718	nct/kk	
06/097	SVC	2013-06-19 0130	2013-06-19 0859	2013-06-19 0859	Cancelled	ISFO 06/097 SFO SVC TMPA SEE ATCCC WEF 1306190130-1306190859					
06/100	NAV	2013-06-19 1004		2013-06-19 1004	Cancelled	ISFO 06/100 SFO NAV ILS RWY 28R OTS WEF 1306191004	Specialist-VB PRC-HUB	Specialist-MX PRC-HUB	2013-06-20 0447	kg nct	NCT/KK
06/098	NAV	2013-06-19 0700	2013-06-19 1300	2013-06-19 1300	Cancelled	ISFO 06/098 SFO NAV ILS RWY 19L OTS WEF 1306190700-1306191300					
06/101	NAV	2013-06-20 1530	2013-06-20 1700	2013-06-19 2106	Expired	ISFO 06/101 SFO NAV ILS RWY 19L OTS WEF 1306201530-1306201700	Specialist-DW PRC-HUB				NCT SOCC MJ
06/078	TWY	2013-06-19 1500	2013-06-19 2130	2013-06-19 2130	Cancelled	ISFO 06/078 SFO TWY C BTN TWY N AND APCH END RWY 28R CLSD LGTD AND BARRICADED WEF 1306191500-1306192130					
06/102	RWY	2013-06-20 0700	2013-06-20 1500	2013-06-20 0238	Expired	ISFO 06/102 SFO NAV ILS RWY 28R OTS WEF 1306200700-1306201500	Michael Snyder				
06/103	RWY	2013-06-20 0700	2013-06-20 1300	2013-06-20 0239	Cancelled	ISFO 06/103 SFO NAV ILS RWY 19L OTS WEF 1306200700-1306201300	Michael Snyder	Specialist-MX PRC-HUB	2013-06-20 0456	per nct kg cnd and reissued with new time	
06/104	NAV	2013-06-20 0454	2013-06-20 1300	2013-06-20 0454	Expired	ISFO 06/104 SFO NAV ILS RWY 19L OTS WEF 1306200454-1306201300	Specialist-MX PRC-HUB				notam change per nct kg

06/104	NAV	2013-06-20 0454	2013-06-20 1300	2013-06-20 1300	Cancelled	ISFO 06/104 SFO NAV ILS RWY 19L OTS WEF 1306200454-1306201300					
06/102	NAV	2013-06-20 0700	2013-06-20 1500	2013-06-20 1500	Cancelled	ISFO 06/102 SFO NAV ILS RWY 28R OTS WEF 1306200700-1306201500					
06/101	NAV	2013-06-20 1530	2013-06-20 1700	2013-06-20 1700	Cancelled	ISFO 06/101 SFO NAV ILS RWY 19L OTS WEF 1306201530-1306201700					
06/105	RWY	2013-06-20 2130	2013-06-21 0030	2013-06-20 2119	Cancelled	ISFO 06/105 SFO NAV ILS RWY 19L OTS WEF 1306202130-1306210030	Michael Snyder	Michael Snyder	2013-06-20 2348	Hazard no longer exists.	
06/106	RWY	2013-06-21 0700	2013-06-21 1300	2013-06-21 0009	Expired	ISFO 06/106 SFO NAV ILS RWY 19L OTS WEF 1306210700-1306211300	Michael Snyder				
06/107	RWY	2013-06-21 0700	2013-06-21 1500	2013-06-21 0010	Cancelled	ISFO 06/107 SFO NAV ILS RWY 28R OTS WEF 1306210700-1306211500	Michael Snyder	Specialist-RG PRC-HUB	2013-06-21 1431	/NCT SOC MCK	
06/108	RWY	2013-06-21 1800	2013-06-21 1930	2013-06-21 0014	Cancelled	ISFO 06/108 SFO RWY 1L/19R RVRT/RVRR OTS WEF 1306211800-1306211930	Specialist-KM PRC-HUB	Specialist-KM PRC-HUB	2013-06-21 0021	NOTAM replaced with 06/111	
06/115	RWY	2013-06-21 1800	2013-06-21 1930	2013-06-21 0023	Expired	ISFO 06/115 SFO RWY 1R RVRT OTS WEF 1306211800-1306211930	Specialist-KM PRC-HUB				
06/109	RWY	2013-06-21 1800	2013-06-21 1930	2013-06-21 0018	Expired	ISFO 06/109 SFO RWY 28R RVRM OTS WEF 1306211800-1306211930	Specialist-KM PRC-HUB				
06/119	RWY	2013-06-21 1800	2013-06-21 1930	2013-06-21 0026	Expired	ISFO 06/119 SFO RWY 10L RVRT OTS WEF 1306211800-1306211930	Specialist-KM PRC-HUB				
06/121	RWY	2013-06-21 1800	2013-06-21 1930	2013-06-21 0027	Expired	ISFO 06/121 SFO RWY 28L RVRM OTS WEF 1306211800-1306211930	Specialist-KM PRC-HUB				
06/110	RWY	2013-06-21 1800	2013-06-21 1930	2013-06-21 0019	Expired	ISFO 06/110 SFO RWY 28R RVRR OTS WEF 1306211800-1306211930	Specialist-KM PRC-HUB				
06/111	RWY	2013-06-21 1800	2013-06-21 1930	2013-06-21 0021	Expired	ISFO 06/111 SFO RWY 1L RVRT OTS WEF 1306211800-1306211930	Specialist-KM PRC-HUB				
06/112	RWY	2013-06-21 1800	2013-06-21 1930	2013-06-21 0021	Expired	ISFO 06/112 SFO RWY 19R RVRT OTS WEF 1306211800-1306211930	Specialist-KM PRC-HUB				
06/113	RWY	2013-06-21 1800	2013-06-21 1930	2013-06-21 0022	Expired	ISFO 06/113 SFO RWY 1L RVRR OTS WEF 1306211800-1306211930	Specialist-KM PRC-HUB				
06/114	RWY	2013-06-21 1800	2013-06-21 1930	2013-06-21 0022	Expired	ISFO 06/114 SFO RWY 19R RVRR OTS WEF 1306211800-1306211930	Specialist-KM PRC-HUB				
06/116	RWY	2013-06-21 1800	2013-06-21 1930	2013-06-21 0024	Expired	ISFO 06/116 SFO RWY 1R RVRR OTS WEF 1306211800-1306211930	Specialist-KM PRC-HUB				
06/117	RWY	2013-06-21 1800	2013-06-21 1930	2013-06-21 0024	Expired	ISFO 06/117 SFO RWY 19L RVRR OTS WEF 1306211800-1306211930	Specialist-KM PRC-HUB				
06/118	RWY	2013-06-21 1800	2013-06-21 1930	2013-06-21 0025	Expired	ISFO 06/118 SFO RWY 19L RVRT OTS WEF 1306211800-1306211930	Specialist-KM PRC-HUB				
06/120	RWY	2013-06-21 1800	2013-06-21 1930	2013-06-21 0026	Expired	ISFO 06/120 SFO RWY 10L RVRM OTS WEF 1306211800-1306211930	Specialist-KM PRC-HUB				
06/122	RWY	2013-06-21 1800	2013-06-21 1930	2013-06-21 0028	Expired	ISFO 06/122 SFO RWY 28L RVRR OTS WEF 1306211800-1306211930	Specialist-KM PRC-HUB				
06/123	OBST	2013-06-21 0735	2013-07-06 0735	2013-06-21 0735	Cancelled	ISFO 06/123 SFO OBST TOWER 1487 (261 AGL) 5.1 NW LGTS OTS (ASR 1010565) WEF 1306210735-1307060735	Flash NOC	Flash NOC	2013-07-05 0525	ISFO 06/123 SFO OBST TOWER 1487 (261 AGL) 5.1 NW LGTS OTS (ASR 1010565) TIL 1307060735	
06/079	RWY	2013-06-18 0700	2013-06-21 1300	2013-06-21 1300	Cancelled	ISFO 06/079 SFO RWY 1R/19L CLSD 0700-1300 DLY WEF 1306180700-1306211300					
06/106	NAV	2013-06-21 0700	2013-06-21 1300	2013-06-21 1300	Cancelled	ISFO 06/106 SFO NAV ILS RWY 19L OTS WEF 1306210700-1306211300					
06/080	RWY	2013-06-18 0700	2013-06-21 1500	2013-06-21 1500	Cancelled	ISFO 06/080 SFO RWY 10L/28R CLSD 0700-1500 DLY WEF 1306180700-1306211500					
06/081	TWY	2013-06-18 0700	2013-06-21 1500	2013-06-21 1500	Cancelled	ISFO 06/081 SFO TWY C BTN TWY N AND APCH END RWY 28L CLSD LGTD AND BARRICADED 0700-1500 TUE/WED/THU/FRI WEF 1306180700-1306211500					
06/109	RWY	2013-06-21 1800	2013-06-21 1930	2013-06-21 1930	Cancelled	ISFO 06/109 SFO RWY 28R RVRM OTS WEF 1306211800-1306211930					
06/110	RWY	2013-06-21 1800	2013-06-21 1930	2013-06-21 1930	Cancelled	ISFO 06/110 SFO RWY 28R RVRR OTS WEF 1306211800-1306211930					
06/111	RWY	2013-06-21 1800	2013-06-21 1930	2013-06-21 1930	Cancelled	ISFO 06/111 SFO RWY 1L RVRT OTS WEF 1306211800-1306211930					
06/112	RWY	2013-06-21 1800	2013-06-21 1930	2013-06-21 1930	Cancelled	ISFO 06/112 SFO RWY 19R RVRT OTS WEF 1306211800-1306211930					
06/113	RWY	2013-06-21 1800	2013-06-21 1930	2013-06-21 1930	Cancelled	ISFO 06/113 SFO RWY 1L RVRR OTS WEF 1306211800-1306211930					
06/114	RWY	2013-06-21 1800	2013-06-21 1930	2013-06-21 1930	Cancelled	ISFO 06/114 SFO RWY 19R RVRR OTS WEF 1306211800-1306211930					
06/115	RWY	2013-06-21 1800	2013-06-21 1930	2013-06-21 1930	Cancelled	ISFO 06/115 SFO RWY 1R RVRT OTS WEF 1306211800-1306211930					
06/116	RWY	2013-06-21 1800	2013-06-21 1930	2013-06-21 1930	Cancelled	ISFO 06/116 SFO RWY 1R RVRR OTS WEF 1306211800-1306211930					
06/117	RWY	2013-06-21 1800	2013-06-21 1930	2013-06-21 1930	Cancelled	ISFO 06/117 SFO RWY 19L RVRR OTS WEF 1306211800-1306211930					
06/118	RWY	2013-06-21 1800	2013-06-21 1930	2013-06-21 1930	Cancelled	ISFO 06/118 SFO RWY 19L RVRT OTS WEF 1306211800-1306211930					

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06/151	TWY	2013-06-27 0700	2013-06-29 1500	2013-06-29 1500	Cancelled	!SFO 06/151 SFO TWY W CLSD LGTD AND BARRICADED WEF 1306270700-1306291500									
06/154	NAV	2013-06-27 0701	2013-06-29 1500	2013-06-29 1500	Cancelled	!SFO 06/154 SFO NAV ILS RWY 28R LLZ/DME OTS WEF 1306270701-1306291500									
06/165	NAV	2013-06-29 1542	2013-06-29 1730	2013-06-29 1543	Expired	!SFO 06/165 SFO NAV ILS RWY 28R LLZ/DME OTS WEF 1306291542-1306291730									
06/165	NAV	2013-06-29 1542	2013-06-29 1730	2013-06-29 1730	Cancelled	!SFO 06/165 SFO NAV ILS RWY 28R LLZ/DME OTS WEF 1306291542-1306291730									
06/167	NAV	2013-06-30 0717		2013-06-30 0717	Cancelled	!SFO 06/167 SFO NAV ILS RWY 28L OTS WEF 1306300717		Specialist-SS PRC-HUB	Specialist-JN PRC-HUB	2013-07-01 0727	NOTAM 07/001	replaced	with	nct socc/ts	
06/170	RWY	2013-06-30 0850	2013-06-30 1500	2013-06-30 0850	Expired	!SFO 06/170 SFO RWY 10R/28L CLSD WEF 1306300850-1306301500		Scott Henry							
06/157	RWY	2013-06-27 2057	2013-06-30 1500	2013-06-30 1500	Cancelled	!SFO 06/157 SFO RWY 10R RCLL OTS WEF 1306272057-1306301500									
06/170	RWY	2013-06-30 0850	2013-06-30 1500	2013-06-30 1500	Cancelled	!SFO 06/170 SFO RWY 10R/28L CLSD WEF 1306300850-1306301500									
06/171	NAV	2013-07-01 1600	2013-07-01 1900	2013-06-30 2156	Cancelled	!SFO 06/171 SFO NAV LDA RWY 28R OTS WEF 1307011600-1307011900		Specialist-DV PRC-HUB	Specialist-FC PrC-HUB	2013-07-01 1413	NOTAM 07/003	replaced	with	nct/bc	
07/001	NAV	2013-07-01 0727	2013-07-01 1500	2013-07-01 0727	Expired	!SFO 07/001 SFO NAV ILS RWY 28R OTS WEF 1307010727-1307011500		Specialist-JN PRC-HUB							
06/163	RWY	2013-07-01 0700	2013-07-01 0800	2013-07-01 0800	Cancelled	!SFO 06/163 SFO RWY 1R/19L CLSD WEF 1307010700-1307010800									
07/002	RWY	2013-07-01 0831	2013-07-01 1500	2013-07-01 0831	Cancelled	!SFO 07/002 SFO RWY 10L/28R CLSD WEF 1307010831-1307011500		Jeffrey Johnson	Jeffrey Johnson	2013-07-01 0837	Issued incorrect.	NOTAM	is	No NOTAM found at 0130 (L) nct/bc chg per NCT LDA DME ONLY OTS IS HOW THEY WANT NOTAM TO READ	
07/003	NAV	2013-07-01 1600	2013-07-01 1900	2013-07-01 1413	Cancelled	!SFO 07/003 SFO NAV LDA DME RWY 28R OTS WEF 1307011600-1307011900		Specialist-FC PrC-HUB	Specialist-RH PRC-HUB	2013-07-01 1512	NOTAM 07/005	replaced	with	nct/bc chg per NCT LDA DME ONLY OTS IS HOW THEY WANT NOTAM TO READ	
07/001	NAV	2013-07-01 0727	2013-07-01 1500	2013-07-01 1500	Cancelled	!SFO 07/001 SFO NAV ILS RWY 28R OTS WEF 1307010727-1307011500									
07/005	NAV	2013-07-01 1700	2013-07-01 2000	2013-07-01 1512	Cancelled	!SFO 07/005 SFO NAV LDA DME RWY 28R OTS WEF 1307011700-1307012000		Specialist-RH PRC-HUB	Specialist-VB PRC-HUB	2013-07-01 1816	NCT/AY DUPLICATE				
07/006	RWY	2013-07-01 1900	2013-07-01 2359	2013-07-01 1659	Expired	!SFO 07/006 SFO NAV LDA RWY 28R LLZ OTS WEF 1307011900-1307012359		Michael Snyder							
07/007	RWY	2013-07-01 1900	2013-07-01 2359	2013-07-01 1711	Expired	!SFO 07/007 SFO NAV LDA RWY 28R OTS RADIATING HMI WEF 1307011900-1307012359		Specialist-DM PRC-HUB							
07/008	NAV	2013-07-01 1802	2013-07-01 2100	2013-07-01 1802	Cancelled	!SFO 07/008 SFO NAV LDA/DME RWY 28R OTS WEF 1307011802-1307012100		Specialist-VB PRC-HUB	Specialist-JE PRC-HUB	2013-07-01 1934	NCTSOC A.Y.				
07/009	NAV	2013-07-02 1500	2013-07-02 1900	2013-07-01 2149	Cancelled	!SFO 07/009 SFO NAV ILS RWY 28R LLZ OTS WEF 1307021500-1307021900		Specialist-RL PRC-HUB	Specialist-RP PRC-HUB	2013-07-02 1722	NOTAM 07/018	replaced	with	ISFO 07/007 SFO NAV LDA RWY 28R HAZARDOUSLY MISLEADING INFORMATION WEF 1307011900-1307012359 ISFO 07/008 SFO NAV LDA DME RWY 28R OTS WEF 1307011802-1307012100 ISFO 07/009 SFO NAV ILS RWY 28R LZZ OTS WEF 1307021500-1307021900 ISFO 07/010 SFO NAV ILS RWY 28L LZZ OTS WEF 1307022000-1307022359	
07/010	NAV	2013-07-02 2000	2013-07-02 2359	2013-07-01 2150	Cancelled	!SFO 07/010 SFO NAV ILS RWY 28L LLZ OTS WEF 1307022000-1307022359		Specialist-RL PRC-HUB	Specialist-SC PRC-HUB	2013-07-02 1948	NOTAM 07/019	replaced	with		
07/006	NAV	2013-07-01 1900	2013-07-01 2359	2013-07-01 2359	Cancelled	!SFO 07/006 SFO NAV LDA RWY 28R LLZ OTS WEF 1307011900-1307012359									
07/007	NAV	2013-07-01 1900	2013-07-01 2359	2013-07-01 2359	Cancelled	!SFO 07/007 SFO NAV LDA RWY 28R OTS RADIATING HMI WEF 1307011900-1307012359									